



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Club Night at Brooklands
- All British Day
- Seas & Trees Weekend
- Historic meeting at Baskerville Tasmania
- Climbing a Hill in Scotland

2016



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NOVEMBER 2016

VOLUME 22 • ISSUE 10

FEATURES →

- 04 Quokka Talk: WA Lotus Scene
- 06 South Australian: Lotus Talk
- 08 USA the trip of a lifetime
- 09 Club Night at Brooklands
- 10 My Banyan Tree Curry Night
- 11 All British Day
- 12 Sea & Trees Weekend
- 14 Interclub Challenge Round 8
- 16 Historic meeting at Baskerville Tasmania
- 18 Queensland Super Sprints – B
- 21 Climbing a Hill in Scotland
- 22 MSCA Sandown Round 8

REGULARS →

- 02 President's Waffle
- 24 Classifieds

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For any last minute updates check your state's website!

www.lotusclubvic.asn.au

www.lotusclubqueensland.com



Lindsay's steed.
Photo by Gloria Wade



President's Waffle

By CLIVE WADE, President, LCQ



And another month passed, how quickly time flies!

The past month has been quiet compared to the winter months. The All British Day did happen on the following weekend from originally planned, the venue having dried out enough for the grounds man to be satisfied his treasured sports oval could accommodate the finest of British engineering and the multitudes of public reminiscing over such a diverse collection of automobiles. As ever, I didn't get there but I'm assured it was a successful day.

Nor did I attend Dick Reynold's informal EMR "up the hill" (impromptu Sunday mornings don't get a look-in in our household as we do all our vegie shopping at the local organic market). Dick, I will get there one day, promise.

(The other excuse for the recent non-attendance to Lotus functions is the lack of functionality of one certain Elise, ah-well, only an ECU, a TPS, and a wiring loom missing. It will go one day!)

Last night (again I'm writing 2 weeks before publication date) we enjoyed Derek Dean's Curry Night at the My Banyan Tree Restaurant. Those of us who went enjoyed a wonderful evening with great curry and company. Derek is a treasure as he is forever coming up with things for the club to consider, many thanks to Derek and Anita (Anita I think could be knick-named BP, the quiet achiever, quietly supporting Derek in the background).

To date there are a number of October events which haven't occurred as yet but will have been run by the time you read the November issue. The rescheduled Lakeside Regularity Inter Club Challenge is to happen this coming Sunday. Ken Philp has 2 teams running to uphold our honour. And the Scenic Rim Day Run with John and Penny Barram will be on the 23rd. John and Penny always give us an interesting day out, so all we can do is sit and wait patiently.

The other October event which hasn't happened yet is the Mt Cotton Hill Climb on the 29th/30th. No doubt our Hill Climb Team will acquit itself with its usual level of honour, and those chaps will entertain themselves with their usual level of decorum and not so true tall tales. We have a number of clubmans running in the hill climbs. When they get together only the words "far fetched" could come to mind of the casual observer who is quietly listening to tales of modifications and personal prowess. If you don't come to the hill climbs you should, if you can't make a hill climb, pop in to listen to them at a DTC or ICC event, the tales and baiting never cease. I think they call it camaraderie.

And what of November? Well, one might expect November, being the last month of spring and thus progressing into the warmer period of the year, one might expect a reduced number of full day events. Not so this year! No, this November we have the opportunity to add to our sun tan at both the Noosa Hill Climb and the ICC Motorkhana. Now the Noosa Hill is a bit of a die-hards event well worth going to watch if you're not competing.

The ICC Motorkhana is an event which you really should give-in to that over powering desire you secretly hold to represent your club at an ICC event, and the motorkhana is the last round of the year so go and do it! Go and uphold our honour!

And last but not least, the Christmas Party!

It's that time of year again.....party time! The LCQ Christmas Party is the biggest event of the year. It's where we drop our guard, lose our pride, and show all the world that LCQ isn't only good at doing car things, it's where we show the world we are champion lawn bowlers! Again (because it has proven to be so popular) we are going to Toowong Lawn Bowls Club for an afternoon of frivolity and fun. Where the children are welcome to join-in whilst we

adults join them in casting off the worries of the world and instead enjoy displaying our prowess at missing our Jack by metres whilst getting close to the Jack of the adjoining game. Of course Vyvyan Black and the Recliners will be entertaining us throughout the afternoon and evening with their wonderful repertoire of light jazz and harmony.

The Christmas Party is free to all members and their immediate families, all you have to pay for are the drinks you consume. So when the invitation hits the email, make sure your RSVP is back to us as early as possible.

In detail, the November schedule is:

- 1 Nov: Club Meeting at Shannons
- 5 & 6 Nov: Noosa Hill Climb
- 20 Nov: LCQ Christmas Party
- 27 Nov: CC Motorkhana at Willowbank

Now that's a pretty diverse month, at least one event to suit anybody with the likely hood of at least 15 members doing at least two if not all four. Be one of them!

And on that note,
I bid you cheerio for this month,
Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 1 NOVEMBER 2016

7.00 FOR 7:30 PM

Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Rd, West End
Phone: (07) 3855 1644

Places filling up for LOTUS 2017! Get your bookings in!



2017

VICTORIA

Registrations for next years' biennial gathering of Lotus enthusiasts from around Australia are now rolling in.

The gathering at Beechworth in the north east of our state promises to be an event to remember. It is home to some of the best food, wine and roads you can access in our state. Come along and share the weekend with other Lotus enthusiasts and see for yourself!

To book your place at Lotus 2017 go to the web site, www.lotus2017.com setup an account and register for the event

The entry fee has been set at \$500 each and this covers the following;

- The welcome BBQ on the Saturday night,
- Lunch and dinner on Sunday,
- The gala dinner on Monday evening,
- All bus transport to and from dinner venues (and the trip to Rutherglen on Monday for those who wish to relax rather than race), and
- The memorabilia that promises to become collectables within the Lotus community from next ANZAC weekend onward.

The following costs are not covered;

- Accommodation and breakfasts – you are free to choose what suits your own budget and preferences
- Lunch on the Monday, and
- Entry to the SSC Lotus Only Track Day at Winton

There is no better opportunity to make new friends, get to know other like-minded enthusiasts of these fantastic cars from Hethel and simply visit a great part of the world.

If you have any question you can email the Committee at info@lotus2017.com or you can speak to Kevin Neville on 0419 309 697 (email treasurer@lotusclubvic.com.au). If your query relates to the Lotus 2017 website and registration or the Winton Track Day please contact Alec Spyrou at alec@lotusclubvic.com.au

Please keep an eye on the LCV main website and social media channels such as Facebook: <https://www.facebook.com/LotusClubVic/>

We are really looking forward to putting on a great event for you all and welcome comments and any offers of help.





QUOKKA TALK

The group with a blow in

WA'S LOTUS SCENE



by Eddie Lankhorst
photos: Eddie & Vicky Rowe

Last month I made mention of the closure of the RAC Driver Training centre and our much loved race track. In the meantime a group have been busy working on ways to keep this facility open. The latest being a submission of Noise Management action plan to the authorities and if this gets passed then who knows, we may get our track back as independent business. I certainly hope this comes to fruition.

We have had a busy and active October so far.

Our first event was the Fibreglassics run which had a selection of cars including, Marcos, Corvettes and 5 loti. We dominated the group in more ways than one, making me proud of our turnout. The first stop was Fiora Machinery where the owner proudly displayed a selection of Austin 7's and a few other specialist street machines all hand built as side line to his machinery business. The final stop was a further 80k to Jarrahdale pub for lunch and chatter.



Vicky willing and able



Les shiney Exige S



Bentley mascot



Next we had our Boab Meet & Eat, regularly held on the second Monday of each month, and each meet is a guess as to how many cars will turn up. To my surprise we had 10 cars and their owners plus. After a wait for Steve Metlitzky, we got the call that his car started playing up about five km from home so he abandoned his visit and returned home. So without Steve, we headed off for a drive around the Swan River and finished at the Como Hotel. Great cars, great company and good food made for a fantastic night.

Always a bit out of time, but on 22nd and 23rd Oct we plan to visit the Shannons Perth Classic weekend of racing F5000, and other historic classic racers. So look out for our write up and pictures next month.

BINDOON VIA TOODYAY – JUST PERFECT!

by Vicky Rowe

photos: Vicky & Eddie Lankhorst

Hip hip hooray! Spring has arrived! It was a glorious morning and we were all in great spirits, looking forward to enjoying a drive in the country in the sunshine (finally!). 10 assorted Loti with 18 smiling faces smiled even more broadly when we announced that we we're heading to some of our favourite roads around Toodyay. Greg in his Marcos, from last week's fibreglassics run, decided to join us again, so that finished off a perfectly colourful procession as we left Guildford.

Very few of our runs are ever perfect. There's usually missed turns, dead ends, unexpected dirt roads or some kind of mishap. It's no big deal. In fact, it's all part of the fun. But I gotta say, this run seemed to be as close as 'we' can get. It's the sort of drive where the great roads just kept coming.

Eddie threw in some old favourites, such as Brigadoon. Whenever we visit this area I think it has been built just for us. I guess that eventually the area will be bustling with some lucky residents, but we seem privileged to have the place to ourselves to enjoy the beautiful roads and spectacular views, including the 'slow points', challenging us to go anything but slow.

To our surprise we managed to fit all our cars into the little carpark alongside the well sculptured park in Brigadoon, providing a beautiful back drop and opportunity for a photo stop. Perfectly positioned, we chatted and admired, oh and of course, took plenty of pics. We didn't have a lot of time to waste though, there was still over 100km to go!

Just down the road we reached the all time favourite part of the Lancewood Avenue. A Double Roller Coaster road would be a more apt name for this section and what a wowser of a roller coaster it is. Greg in the Marcos later described his despair when the road appeared to drop out from beneath him, at the top of the crest. And apparently Les has a photo of me climbing the first incline and it looks like I'm on a vertical wall of road. It doesn't matter what car you're in this road is perfect joy!

Onto another favourite, we saluted Brocky's monument as we flew down O'Brien's road. Then navigated a series of Targa roads around Toodyay. Funny name this place, but most of us car folk know the area well. The town itself isn't that special, but the earth upon which this sits certainly is, especially on a sunny spring day after months of rain. It was the perfect day to enjoy the country side of green rolling hills and trees, rocky outcrops, and wildflower carpet of mauve and yellow.

Agreeing to sit at the tail of the group, Jen (with Mark in the Espirit) had the walkie talkie. We were able to keep in contact and keep track of what was going on back there. A couple of times though we lost track of a few cars. Apparently our epic drive was testing the bladders of a few in the group. I too was feeling a bit hollow, so we headed towards our final destination, the Bindoon Bakehaus and Cafe.

Coming from the north, we had a new road to explore and over 30km to travel. Well, what a surprise. It's not often to find a twisty, narrow and challenging road that is sign posted 110km/hr. I think that might be unique to Perth. I'm not sure there are any roads over 100km/hr on the east coast, is there? It seemed like the perfect road to finish our near perfect Early Morning Run.

We turned on to the highway (100km/hr) and arrived at the very busy Bakehaus. This is a favourite for car clubs and motorbike groups and today was no exception. In fact we were joined by the Cobra car club and then the Bentley owners car club, including about four real old girls from the 1920's and 30's. Each of these cars has an exceptional history and many are still used in events all around the world. While admiring these machines we realised one was a 1930 Van Den Plas owned by the Runciman's, parents of Evora owner Doug. This particular car was a West Australian Police car from 1930 to 1947. Jim and Glenys are very active members of the Bentley owners car club organising lots of drives and events. Today was the start of a week long trip heading out to Esperence via Albany. No doubt they're trip would be a slower pace than our usual drives, but it doesn't matter what the pace or in which vehicle, car people just love to be out in their cars on the roads. Sounds perfect to me!



Mark's beautiful red Esprit



Joe Cave at speed

Rich Cave prepares to take to the track

SOUTH AUSTRALIAN LOTUS TALK

From Andrew Stevens,
our travelling correspondent in Paris

Photos courtesy Photi Kazis



WEEKEND RUNS

Well after the wettest winter in living memory (I'm not very old), and the storms that decimated the power network, the weather for our monthly Lotus runs has been one bright spot and the resulting attendance excellent. Our Fathers Day run to Mount Pleasant was a beautiful day, and we were pleasantly surprised at the large turnout.

The next Sunday run is on November 6th, with the following December 4th run also being our Christmas Lunch (see below). As usual meet at the far end of the Sikh Centre car park at the bottom of the SE Freeway by 9:00am and join us for a group run in the hills, coffee, cake and the best in Lotus company.



Mark T gets some attitude on the Exige during passenger session

MALLALA TRACK DAY

October 13th saw a group of Lotus owners partake in the Enthusiasts Drive / Ride Day run by Mallala Motorsport Park. At long last, the cold spell lifted and sunshine and a clean track greeted the Lotus contingent who got about 2½ hours running, as well as the catered lunch provided by Mallala.

Nobody left their tyres on the side of South Road this time, and everyone behaved themselves – well as much as you can behave yourself when in a Lotus faced with an open racetrack!

Jo and Rich Cave had their 111R, while Mark and Chris stretched the legs of their V6 Exiges. The day provides for passenger ride sessions, which were well used with a number of spectators including Michael Ford getting a run in the passenger seat of a supercharged V6 Exige being given a workout.

Thanks to Mark Tiddy for coordinating the group for the day.

>>



Glen Ewin Estate

CHRISTMAS LUNCH

For this year's Christmas Party we've reserved space at Glen Ewin Estates on Lower Hermitage Road, Houghton on 4 December for lunch. Glen Ewin is run by our own Willa Wauchope, owner of a couple of early Europas and a Type 14 Elite.

Come along and either join us for the monthly run, followed by lunch, or simply join us for lunch. To reserve your place, please contact Chris Burton at chris.burton@outlook.com.au.

You can check out Glen Ewin Estate at their website:



<http://glenewinestate.com.au/home/bistro-cellar-door/>

ALL BRITISH DAY 2017

Next year's All British Day will be held at Echunga on February 12th 2017. We had a great rollout this year and it would be great to get one of every model Lotus on display this time around. The cars look quite spectacular and we always get plenty of comments and questions.

Entries are now open at the All British Day website. Make sure that you nominate to display with the Lotus Club.

For those who aren't able to display, put the date in your calendar now, so that you can enjoy a day in the hills with a huge range of British built cars and bikes from over the years.

So go to www.allbritishday.com and get your entry in early. Our mate and Lotus owner David Baird is the event secretary, so make his life easy by registering early.



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USA

The trip of a lifetime

PART TWO

by Darrell Josephs



After picking up the hire car which we rented for over three weeks, Paul, Nigel and I spent the afternoon taking in the wonderful sights in the Petersen Museum. Some of the highlights were the Porsche Le Mans winners display with a 935, Gulf 917, the first turbo car win-936 and the Derek Bell 956. Then in the "Silver Room" the 1957 Ferrari Testarossa, Fangio's Mercedes W195, and an F1 McLaren, amongst other amazing cars. The "Artistry of the Automobile" gallery featured greats including Bugatti; Delahaye, Rolls Royce, Voisin, and Hispano Suiza – cars I've only seen in books before.

The next morning we left LA for Reno, 500 miles away. The highway follows the desert floor shadowed by the massive Sierra Nevada mountain range, elevation 14,500ft. I wasn't sure what to expect in Reno but 110 degrees Fahrenheit in the shade and 12,000 cars on show is what we got. Every day was a different casino with a car show, and in the evening open air free concerts featuring Herman's Hermits, America, and The Monkees.

It wasn't all cars, we fitted in some sight-seeing as well. We drove up to Lake Tahoe, about an hour's drive over the 8,800ft high mountain pass. It's an amazing blue lake surrounded by snow capped mountains. This is where the wealthy play in their massive log cabins. It is amazing what is road legal in Nevada. How about a Datsun 1600 with a supercharged big block, drag slicks, wheelie bars and a parachute just below the number plate. We also visited the Harrah Museum with hundreds of vehicles on display, from a copper bodied Rolls, to the Dan Gurney Lotus 38 Indy car which was sponsored by Yamaha. It was nice to be out of the heat for a few hours.

More next month.

Club Night at Brooklands

by David Buntin



Devaux

There was a smaller than expected turn out for the Club Night at Brooklands but we all were treated to a good night viewing some nice machinery, which they certainly pack them in tight, with lots of Lotus chat and pizza.

The Sabakat was there with a sold sticker on the windscreen – Peter Hill wrote about the history of this car in the May and June 2002 issues of *Lotus Notes*.

We were quite taken by a Devaux Coupe – an Australian built car. See website for the background and specifications for this car.



http://www.devauxcars.com/media_005.html

We all left with smiles on our faces. Many thanks to Paul at Brooklands for a great night.



MY BANYAN TREE CURRY NIGHT

by Shane Murphy
photos: Gloria Wade



Our club social butterfly Derek Dean, ably supported by Anita, corralled the membership into a mid-week social night at one of the Deans favourite eating establishments "My Banyan Tree" in the Valley. Being a central location the event was well supported by those who love a good curry and a night of laughs.

The banter was loud and fast, as you would expect from a car mob, Jamie Wincup's brilliant dive at the chase featured amongst the hot topics. A healthy looking Chris turned up 33 kilograms lighter, just add lightness is his new motto, he will be much quicker on the Targa circuit.

A credit to the diverse nature of the group was the great spirit of the night, George as usual rode his bicycle (was that a Moulton) and Giles arrived in his new(ish) Europa.

Plenty of dinner time tales, even a number of infidelities, no not those! stories of motoring adventures in non-Lotus marques, even Datsun's and alas Triumphs, enough said.

Midweek socials are somewhat problematic, but this event and Derek's infectious enthusiasm overcame all odds.

Three courses later, bellies full, most of us were out of the door by 10 pm, which coincided with the parking meters which believe it or not run to 10 pm on weeknights, now that is taking it a bit far.



Clive, Martin & Suzanne



*Organisers,
Anita & Derek*



Carol, Karen & Vyvyan



*Forming a
queue for
dinner*



Peter & Tim



Alex, Daniel, Clive & Barry



*Having a serious chat, Shane
& Giles*



Chris in party mode

ALL BRITISH DAY



by Chris Bray
photos: Russell Carter



Last to leave



George dismounting



Brisbane City Council steam roller



Front line up



George & Derek with the Moulton Bicycle



This was a rescheduled event from the previous Sunday which was cancelled due to very wet weather. We felt the overall numbers of both entrants and public were down. Probably because of the change of day, we were also missing a few members that couldn't make the following Sunday.

For those of you that know Greg and I well, know we don't generally 'do' mornings. So we were very proud of ourselves managing to get to the College Sportsground at Tennyson at 7am to set up for the club. We could only manage to take two out of the four Lotus flags, because as with most things they wouldn't fit in the boot of the Europa. Greg had decided to take the Europa over the Elan, because it was well overdue an outing. The only way we could manage the flags in their bags was for them to compete with me in the passenger seat so I arrived at the start of our day rather bedraggled. To upset the early birds, it was a bit chilly first thing and light rain started to spoil the beautifully polished cars. Queensland being Queensland the sky soon cleared and we had to slip slap slop.

As usual it was a great display of all British Marque's of Cars, Motorbikes and Commercials.

We managed a turn out of 16 Lotus cars – two late Europa's, an original Europa, four Elises, an Exige S, an Elan, two Esprits, two Sevens, a Lotus 11, a Caterham, a Lotus Carlton and our friend's Lotus Cortina.

Also a nice couple from the Sunshine Coast asked if they could park their smart TVR with us, as apparently they had done so before, because they were always the only TVR present. During the afternoon we spotted a nice looking S4 white Elan parked over with the MG's, so we introduced ourselves and the club. We found out they were new owners of the Elan and had previously owned an MG. So we hope our PR speech was good enough to promote new membership.

George Rowe was there displaying his lovely 11 and also, to our great entertainment, dressed in period costume he displayed and rode the Penny Farthing he built, plus, he also brought along his example of the Moulton bicycle.

Greg was interviewed and photos taken of his Europa by a motoring journalist working for *Unique Cars* magazine. Greg was told to look out for the article with photos which will be published in the next few months.

I didn't hear that any of our member's cars managed to be awarded any trophies at the closing of the event. Obviously the judges need to be educated about the unique virtues of the Lotus marque.

We were the first to arrive and the last to leave, so a job done well we hope.

Sea & Trees Weekend



by Jeanne Murray
photos:
Jeanne & Peter Murray
and Rod Nash

Teddy's Lookout, Lorne



Teddy's Lookout magpie - for Barbara

Euan told us he had organised perfect weather for our two-day getaway, and the early morning pale sunshine augured well for the proof of his influence in high places. We left home at 8am to meet in Werribee at 9 to head off on our jaunt.

Eight couples – eight cars, and of that group seven were Lotus. We had the white Esprit of Rod and Karen, the orange Europa of Craig and Suzanne, two red Elises – Ian and Helen, Euan and Patsy, the yellow Elise of Iain and Trisha, Kevin and Barb in the yellow Evora and finally our yellow Elite. The eighth vehicle was a silver Audi TT with Bill and Joan.

The first stop was at Inverleigh, where we enjoyed morning refreshments at the hotel, with coffee, not grog! Not a lot on offer for food but they did have the best vanilla slice I've had for a while. It was downhill from there, diet-wise ☺.

On we went, in ever-brightening sunshine and slowly increasing temperature, heading inland, then south to the coast. We travelled the usual wiggly roads beloved of Lotus drivers, not so loved by myself, but the roof was held on (those who know me know that I need to hold the roof in place on those roads) and we got to Lorne for lunch at the pub. Lorne was very busy, parking at a premium and the pub was doing a roaring trade. We had our own special menu, organised by Euan. A fairly substantial meal later we left for the last leg to our overnight accommodation in Skenes Creek. >>



The start



Inverleigh Hotel – coffee stop

The viewing point near St George River



A photo opportunity was taken at Teddy's Lookout. It was pretty windy up there, but we managed some decent photographs. Before we left we managed to line up all seven Lotus for a group shot – a scene repeated a few miles further on at a safe spot overlooking the water. The cars looked rather spiffy shining in the sun.

The Great Ocean Road had been re-opened after the damage caused by the big storms earlier in the month, and the tourists were out in force, including a group who parked their various cars ON A BLIND BEND so they could photograph a koala sitting on the Armco crash barrier. It was a very cute koala, but really? On a bend?

Our beds for the night were at the Skenes Creek Lodge Motel, overlooking the ocean in a great position. We enjoyed a happy hour chatting outside the rooms, enjoying the view and preparing for yet another meal, in the motel dining room.

The motel is managed by Joyce with her mum June, and her teenage son Blake helping out as necessary. And what a job they do. The rooms were very clean, nicely furnished with just the necessities. The shower was great, but the real star of our stay was the food.

Dinner on Saturday was amazing. All food home-cooked, very fresh, well presented and served, and so tasty we all ate more than we meant to... "maybe just a little of that. Oh, and that looks great so I'll have bit of that too."

Lots of choices, good vegetarian for Euan and Patsy, everyone was very happy. And then came DESSERTS! Christmas pudding, sticky date with caramel sauce, fruit salad, cream and ice cream. Once again it was a little of this plus a little more of that. We rolled out to hit the sack and thought we wouldn't need to eat for several days.

Sunday morning dawned dry but cloudy with a threatening forecast. But before we left at 9am we gathered in the dining room again for BREKKY! And Joyce did us proud with juices, cereals, fruit and yoghurt – followed by a giant cooked choice. Needless to say we all partook heartily – blame the sea air!

By the time we left the motel (and Euan had taken Joyce for a spin in his Elise) the rain had started, light at first but steadily increasing until it was fairly settled as we got to the Otway Fly. All except myself and Trisha ventured onto the Fly – we enjoyed coffee in the café and a good natter.

Next stop, the Mount Duneed Estate for lunch. Yes, more food. Again we managed to do justice to antipasto, pizzas and desserts. The place was jumping. It's a huge venue and there were four or five parties going on – birthdays by the look of things, with lots of balloons.

We left at 3.30pm to head home in driving rain. I was very happy not to be driving, as I felt very small in our little Elise among all the big Toorak Tractors around us. Thankfully the car is such a bright yellow we are hard to miss. Safely home at 5pm and ready for a quiet evening – and no dinner.

Euan did a great job, with support and patience from Patsy, and the weekend was a wonderful success. Where to next, Euan? We'll be in it.



Pre-dinner drinks – Skenes Creek



June and Joyce – chefs extraordinaire



L to R: Ian, Helen, Joan and Bill



Homeward bound – Geelong Road during a 'dry' patch



by Shane Murphy
photos: "All & Sundry"



Interclub Challenge Round 8



Cool start

Round 8 of the 2016 Interclub Challenge was hosted by Lotus Club Queensland at the driver training centre at Lakeside International Raceway, and international affair it was with entrants from all over Queensland including drivers who ventured up from south of the Brisbane River.

Daryl put on his usual stoic face, but pulled out the big one and had near 45 entrants ready to roll on a fine sunny day. >>



Phil Hart



On the bench



James



Peter Quinn

It would be fair to say that Team "Lotus Club Queensland" had taken a stranglehold on the championship with just a few rounds to go however, that competitive spirit was once again on show before the event, with newly balanced glove boxes and one of two cars having their grease nipples chromed, eking out those micro seconds on the tight twisty track.

It was good to Giles who made a surprise visit, back from tracking all over the world in his Troop Carrier.

Highlights included Gail who was time keeper for most of the day and Dick fronting up with new slicks. Peter Stringfellow and Shane managed to get in some magical target times on the last run and when George got under the 60 second mark for the first time, all was well with the world.

Despite Shane having a new driving suit Peter Stringfellow managed to pip him again.

Liam was fastest on the day, but managed to spread oil all through his engine bay.

The Club (I mean Daryl) has got the organisation of the day down pat, so we managed to get enough runs in to wear the drivers out, except Lindsay and Scottish crew who jabbered away all day in a sort of clan manner.

Overall Lotus Club Queensland finished on top in the Club Outright and Club Road Going classes with Liam taking the honour in the Individual and Road Going Classes. Shane managed a very credible third in the pre-86 class in the Green Machine.

There are two events to go in the championship, a Regularity Run at Lakeside (in October) and a Motorkhana at Willowbank in November.

Thanks to Daryl and crew, looking forward to the next event.



Mug with Slicks



Liam winning



Giles returns



Shane in period



Half a pound down Jon



Lindsay and Crew



Gail & Dick the timers



Historic meeting at Baskerville Tasmania

by Grahame Vaughan
photos: Garry Saunderson

Thursday the 29th of September was a cold and wet day as we headed south from Launceston to the Baskerville Raceway which is about 30km north of Hobart for practice prior to the Annual Historic Meeting.

The Meeting was over four days starting that day. An incentive was free practice on Thursday with official practice on Friday morning followed by the more serious stuff on Saturday and Sunday.

Baskerville Raceway deserves a few words.

Started on an enthusiastic farmer's property in 1958 it has evolved into a terrific small track of a tad over 2km. Alan Jones is quoted as saying it's the best small track in OZ and I can't quarrel with that assessment.

Interestingly old fashioned with good undulations and a sharp left hander on the crest add to a drive that brings the driver as opposed to horsepower into contention. Reminded me of the old Amaroo Park circuit

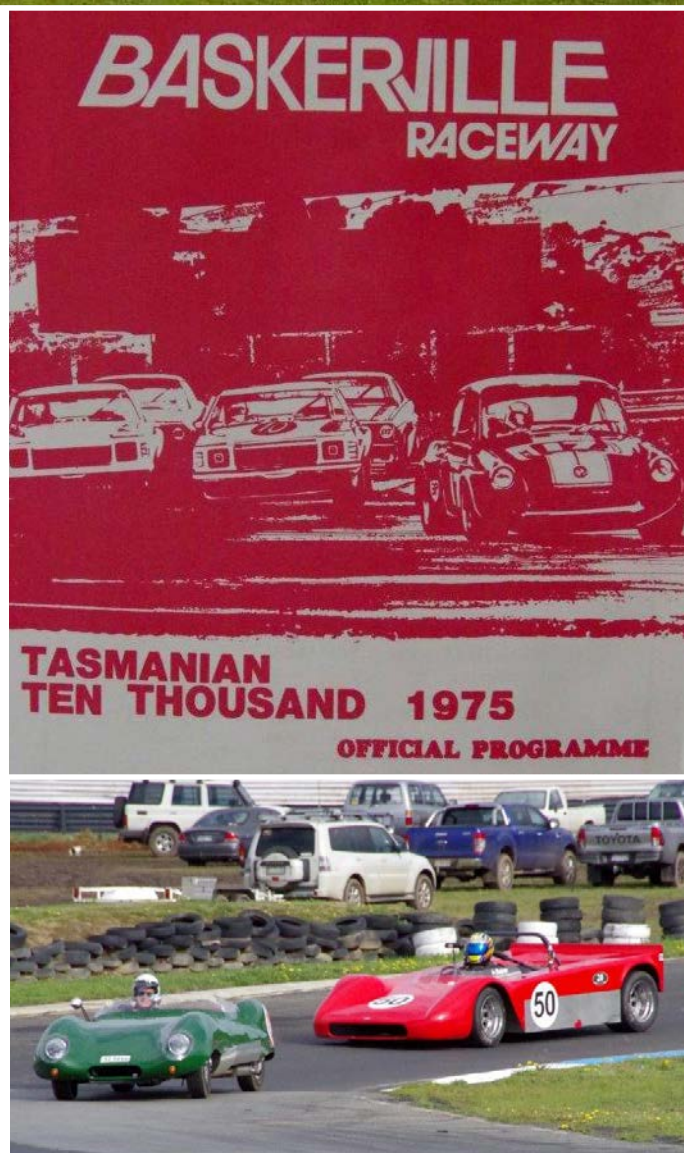
A major feature of this event is the local support with crowds up to 5000 coming to watch, as the track is effectively at the bottom of a small valley giving all watchers an uninterrupted view of the entire race activity.

Frankly, I had trouble recalling the last time I had driven around a race track with the wipers flat chat; for that matter some years since last time on any track!

Well things went well enough on Thursday but overnight Anne and I were aware of heavy rain and drove through much water over the road to Friday's runs to find at least a foot of water right across the track leading to the day being cancelled – another first!

I confess a smug smile as I had driven the Elan to the meeting as all the trailers and the trailer park were well under water leading to a lot of bad words being heard by owners.

Apart from my Elan there were the Series 4 Sevens of Michael Byrne and the newly acquired similar car of Wayne Clark, though his is a dedicated Race as opposed to Sports car of Michael's, so they didn't compete against each other. Chris Martin ran his Westfield Replica Eleven to round off the cars with both him and me in different Regularity events. >>



This Historic Meeting has the usual range of cars with many Group N and the newer classes also like Winton; Motorbikes, quite a highlight in the wet.

Maybe good luck or just judgement but I had booked a Marquee and brought a closed car so the weather was much less of a problem for myself.

Several Regularities were a shambles as drivers were lulled into nominating dry times only to run in a sudden downpour with nobody getting points. Well it is for fun anyway.

The Sunday remained dry so the open cars were far happier. The mood and feel of the meeting is like Qld with a mostly relaxed friendly atmosphere and folk out to help not hinder.

The future. A well run meeting and the best news last. The locals have raised a fortune themselves and will resurface the full track starting at Christmas so next year will be a ripper.

Feel free to call me should you need more info prior to coming. As many as a third of the 200 starters come over the ditch, most from Victoria possibly one soul from Western Australia as I understand.

There are good digs only 15 mins away and often a part subsidy of sorts for mainland cars.

Overall a pleasing 4 days each different and the Elan driven both ways and on the track went beautifully.

I would like to acknowledge the enthusiasm of "Saundo" to come to this meeting each year and his excellent photos.

Come and Play!





Clive and John F

Queensland Super Sprints

B SERIES ROUND 4



by John Flynn

The weekend of the 9th, 10th and 11th September was the fourth and final round of the Queensland Super Sprint 'B' Series for 2016 at Morgan Park Raceway in Warwick. The previous rounds this year had all been wet and again google weather was predicting a 90% chance of greater than 10mm of rain for Friday practice, a 90% chance of rain on Saturday and a 30% chance of rain on Sunday. The prospect of a wet track did not deter our core group from the Queensland Lotus Club!

We had ten drivers from the club competing at this round including Geoff Noble's S2 Elise supercharged HPE, Mitchell Ringuet had borrowed his dad's (Daryl) S2 supercharged Exige. Daryl was on a European holiday and must be a very trusting dad! Also present was Garry Pitt – S2 HPE Elise, Martin Obrien – supercharged S3 Elise, Greg Bray – Lotus 61, Clive Wade – S1 Elise with a new Honda motor conversion, Joe Arico – S2 Elise with a new DIY transplanted Ford Duratec and John Barram – Lotus 7. Ten years ago all the Elises ran original motors now we were down to only two Elises running with original Rover engines, Rob Stevens' S2 Elise, and John Flynn's S1 Elise. We were all looking forward to seeing how Clive and Joe would handle their big increase in horse power and the wet conditions?

As we left Brisbane on Friday morning for the drive to Warwick the clouds became intermittent showers and as we reached the top of Cunninghams Gap the showers became rain for the remainder of the drive to Warwick. >>



Martin deep in thought



Clive and Mitch



Mitch and Martin



John B in his 7



Greg – Lotus 61

By the time the track opened for practice at 1pm the rain had reduced to showers but the track was very slippery! Only half of the Lotus contingent ventured out for a couple of practice sessions just to see how slippery the weekend was going to be.

We spent most of practice time checking out Clive and Joe's new motors. It had taken Clive over 12 months of phone calls and emails to the UK to source the components necessary to install his K20 Honda motor into his Elise. Clive was very lucky to have two Lotus conversion experts in Dave Mackie and Geoff Noble on hand to assist with the actual transplant. Apparently Dave and Geoff had Clive out buying bits and pieces for a lot of the time so he missed seeing most of the transplant.

Joe Arico was a diesel mechanic prior to studying engineering so it was not a surprise when he decided to engineer his own components to install a Ford Duratec into his S2 Elise. It took Joe almost two years to design all the components in 3D computer models, then 3D print the components in plastic to test fit and then finally CNC machine the final components! Joe had numerous challenges to overcome in terms of wiring and ECUs but the car is running and the install looks just like a factory install! If you are interested in the finer details of the project there is a great thread on the Aussie Elise's web site explaining the process including photos. Obviously Clive and Joe had been sharing ideas as both

had installed gold reflective foil to the rear of the engine bay fire wall.... it looked very bling! Standing behind Joe's car, the engine bay actually had a gold glow!

By 3pm Friday we had had enough practice in the wet and we all decided to pack up and head back to the house for a couple of early beers. Traditionally we have stayed at the Pit Stop Inn, but as our numbers have grown we now book out the Pit Stop Inn and the house next door known as 'Area 55'! Eating good food and drinking good wine and beer is as much a part of a Lotus Club weekend in Warwick as the racing. This weekend was no exception, while most of us had a quiet beer on the deck watching the rain, Marie and Geoff Noble were busy in the kitchen preparing a roast chicken dinner with all the trimmings including hot apple pie and custard for dessert! Thanks to Geoff and Marie!

Google was correct as usual and we woke to rain on Saturday morning. The first run on Saturday turned out to be the driest of the day. The day started with a bit of drama, Garry Pitt's HPE Elise snapped a CV joint as he was turning into Morgan Park. After towing the car to the pits Garry and Geoff set about installing Geoff's spare CV joint into the car. They had the car repaired and on the grid for the second run on Saturday morning, a great team effort! Garry and Geoff had a lot of people watching and offering advice, for some reason a broken Lotus draws a crowd? >>>

A reduced Lotus field lined up for run one in the rain, we all managed to complete 4 laps with lots of slips and slides but no major incidents. Joe and Clive were both very excited about the increased power and noted how gentle they now needed to be with the throttle compared to the old Rover engines. They both appeared relieved to have kept their cars on the bitumen for their first run on a wet track.

For run two Garry wanted to start from the back of the grid to check the newly installed CV joint. Geoff Noble also wanted to start at the back to bed his new brakes in. Notwithstanding this run was the wettest of the weekend, you needed wipers on full and there was standing water all over the track, Geoff and Garry managed to catch and pass everyone on the track with the exception of Mitchell who started up front! The rooster tail of water off the back of Geoff's car was amazing, the rear wing and splitter were working well! Everyone's lap times were at least 30 seconds per lap slower in the wet compared to the dry.

Due to the rain we stayed home on the Saturday night rather than venturing out to a restaurant in town. The other Lotus Club members camping elsewhere in Warwick dropped in for dinner at the house. We order a Thai takeaway banquet and finished off the dessert left overs from Friday night. We then moved to the lounge room adjacent to the fire to watch some great finals football! Go the Sharks!

Sunday morning, we woke to blue skies and sunshine! We had three dry runs on the Sunday and despite the rain of the two previous days the track had good grip and the times improved throughout the day. Both Clive and Joe managed to keep the extra horse power on the track and will be fine tuning the transplanted engines to be even faster next round.

It was another great year of sprint racing at Morgan Park both on and off the track, we all registered again for the 2017 series so we look forward to spending more time in Warwick! Hopefully the 2017 series will be a bit dryer than this year!



Kelly and Garry



Clive followed by Rob & Joe



Garry and Geoff



John F, Rob and Joe



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Climbing a Hill in Scotland



story & photos by Peter R Hill
Lotus photo from the Lothian Car Club website



Lotus on the hill



Just after the start

Just outside the small town of Doune in Scotland is the Scottish Antiques and Art Centre. It's very impressive, with barns full of antiques, bric-à-brac and art. It's also very convenient as it provides an ideal opportunity to visit the Doune hillclimb, "by accident".

An eagle eyed motorsport enthusiast will quickly spot a white line painted across the road that leads to the market, then the black rubber marks just beyond, and the Armco barrier as the road curves to the left and up. This is the home of the Lothian Car Club's hillclimb, and a round of the British Hill Climb Championship.

I had done some investigation when we were planning our four-week trip to Scotland. Unfortunately, due to a work commitment, we could not get away until September 18, which was the weekend of the last hillclimb of the year at Doune. But, with the Antiques Centre as a suitable excuse, I decided to visit the hill.

This is a long, single lane road that winds its way skyward. There's no room for even the

slightest mistake on the first two-thirds of the hill, with only a choice between Amco, a wooden plank barrier, or a stone wall at the edge of the Tarmac. Then things open up and the road runs flat for a short distance before it hits a slope as steep as the one after the bridge at Rob Roy. There's a nasty left and right with tractor tyre markers before the road flattens again for the run to the finish line and an opportunity to take in the panoramic views across the countryside.

Another couple of enthusiasts in a Mercedes saloon stopped for a chat. I was told that there wasn't a loop road, so competitors have to wait at the top until the end of the run before returning down the same road to the car park.

This is a fabulous looking climb but somewhat daunting, as the marks on the barriers attest. The record stands at 35.67 seconds in a Gould GR 55 (A Cosworth V8 engined single seater).

Pity we weren't there for an event.



The first right hander



Nasty S bend



Doune road map



Unfortunately, Petrina had to end her day early but she will be back soon

SANDOWN ROUND 8—2nd OCTOBER

by Guy Stevens

photos: David Buntin



*Times were close, a little too close
in the final session – whoops!*

It must have been the wind as there was no other reason for lots of spinning by several people, plenty of stops for recoveries and a couple of tangles that occurred on the day. True to my belief that we should not write about others' misfortunes, I will say no more other than damage was to cars only and there were no personal injuries.

Quite a limited field for once – only 80 entrants compared to what seems to be the usual of 120, so we were promised five sessions, and that was delivered. The day started cold and windy, and finished hot and windy. A sixth run could have been fitted in, but by then the track officials had had enough – and I don't blame them. They do a great job come rain, shine – or wind.

It was a good day to play around with tyre pressures to discover how the handling changed. I bragged that I planned to come fourth, thinking there were four entrants in my class. There were actually five, so I came fifth with my best time 0.7 secs off my PB. Lee Gardner in his

>>



A litter of Elises



A very nice Caterham

Honda Elise left the rest of us in his dust doing 1.23 laps, nearly four seconds quicker than Cris Johansen who came second with 1.26.901. Not that we are competitive, but Dave Buntin couldn't quite get past Cris' time being a 3000th of a second slower at 1.26.904.

As usual, no-one could match Peter Nowlan's pace at 1.18, though Lee is now talking about an ELISE sequential gearbox for Christmas.

Results for Club members on the Day:

Driver	Time
Class 2M Modern 1500-1999cc Elise	
Lee Gardner	1.23.0992
Cris Johansen	1.26.901
David Buntin	1.26.9040
Rhett Parker	1.29.5657
Guy Stevens	1.32.9138
Class 4M Modern 2500-3499c	
Keith Marriner (Mini Cooper)	1.34.7548
Clubbies	
Peter Nowlan	1.18.6612
Peter Astbury	1.26.3859
Nick Ng	1.29.4380
Fintan McLoughlin	1.32.5236
Petrina Astbury	1.32.7113
David Barber	1.37.7682

We are now down to the pointy end of the season and with one round to go a few podium places are still in contention. In addition there is a Lotus Only Track Day on the 29th of October, followed by the final MSCA round, so drivers who want to compete in both will need to be committed, (take that to mean whatever you want).

Among the Clubbies – Peter Nowlan, Fintan McLoughlin, Nick Ng, Petrina Astbury, David Barber, Stuart King and Bruce Main could claim a trophy;

Single Seaters – Mike Richards – and from only one outing!

NA Elise/Exiges – any of Chris O'Connor, Lee Gardner, Rhett Parker, Dave Buntin, Cris Johansen AND Alec Spryou (come on Alec get the car out on the track again!)

V6 Exiges – both Chongbin Zhao and Andrew Dovey.

Thirty-nine LCV members have competed this year, a bit down on last year, but still a good sign that for those members wanting motorsport as part of their membership, then LCV and MSCA deliver.



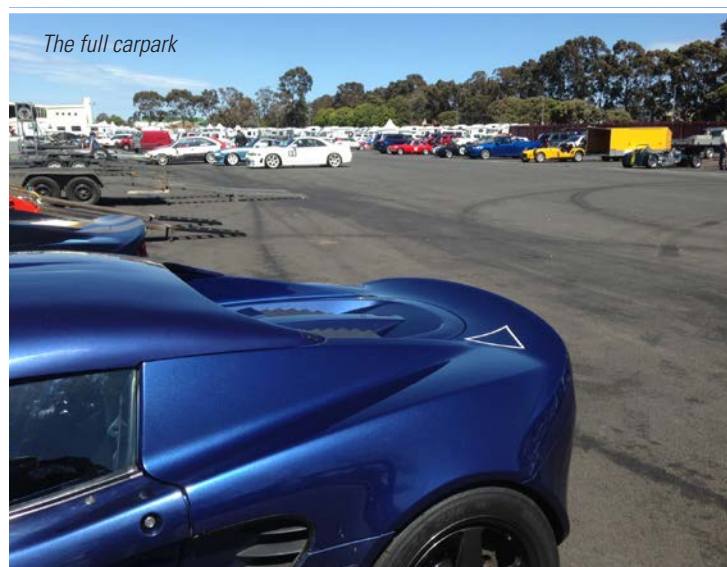
Bruce Astbury's beautifully presented clubman



Completing the days events



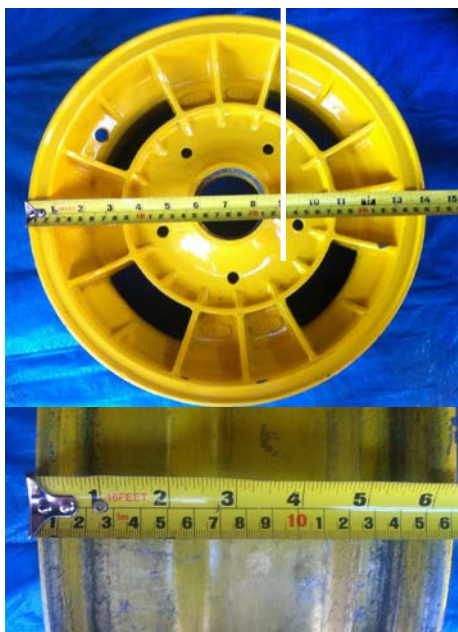
Lee, your car is not a clubman, it has a roof



The full carpark



Peter Nowlan showing off his new wheels and tyres



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The magazine deadline is strictly the 18th of each month.

Extensions are possible only by prior arrangement.

Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

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