

15/10

December 2009  
\$8.00

Dreaming of a  
white Christmas?

# LOTUS:09

## & Clubman Notes



The Official Magazine of  
LCV, LCQ & CLA

### Features:

EMRs  
Goodwood Revival  
Goldsmith's Tour 09'  
Alpine A110 - part 4  
2009 in Pictures





“ SHE WAS SO SWEET,  
SO PERFECT. STILL IS.”

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Lotus Club Queensland Present's

# Lotus 2011

*Stay, Drive, Dine*

## *Lotus 2011 is coming soon!*

Lotus enthusiasts are gathering at Easter 2011 for their Biennial weekend of driving, dining & socialising. Based around the picturesque Southern Darling Downs and featuring the highly acclaimed Morgan Park Raceway near Warwick; Put it in your diary now!

**When** : Easter Weekend 2011

**Touring & Social** : Around the Great Dividing Range on the border between Queensland and New South Wales; Historic Warwick is only a stone's throw away from the Granite Belt Wineries, picturesque Killarney and Queen Mary Falls.

**Track Venue** : Morgan Park Raceway

**Accommodation** : Cherrabah Resort

For more information about accommodation head to [www.cherrabah.com.au](http://www.cherrabah.com.au), and for track information visit [www.morganparkraceway.com.au](http://www.morganparkraceway.com.au).



# Noosa Hillclimb

November 2009 by John Barram. Photos by Colleen Conway



*John Barram on start line*

Lotus Club Queensland was well represented in the competitors in the annual Noosa Hill Climb on Gyndier Drive through the National Park in November.

The weather was perfect despite the predictions. New arrangements in the pits made for a less cluttered look and feel for the competitors and the dinner and general sociability of the whole weekend was excellent.

This is an unforgiving track and this weekend the red cars suffered. On Saturday a lovely 308 Ferrari had a very heavy hit in the front, I suspect a write off, when he got caught up with low speed understeer. On Sunday one of the nicest (and fastest) E-Types I have seen for a while had a minor "off" and was being hauled onto the flat bed truck when the cable snapped and it speared off down the mountain side into a couple of trees. Very sobering.

Meanwhile the Lotus team were more circumspect and all managed the weekend without incident.

Peter Boel was running the Lotus 41C and was quickly beating his previous best and knocking on the 60sec. barrier. Sunday he put in a couple of runs under 60, getting celebratory champagne from Bev and setting a new class record. It was noted his performance was the fastest by any car without aerodynamic aides.

Meanwhile Geoff Noble was fiddling with tyres getting the Elise ready for action. Saturday saw him get to 0.2sec below last year's time. Then for Sunday, with some urging from Marie, he brought out his latest mod, THE WING and proceeded to carve off more time ending with a class record at 58.98.

Meanwhile Greg Bray in the Europa was giving the MG and Fiat drivers a



*The next generation in Papa's Seven*



*John Lungren in Seven.*





*Geoff in action*

lesson in the pre 1978 under 2000cc cars. Non club member Alex Molocznyk turned up in a beautiful red Elise Sport III to run with the future classics which included some pretty serious stuff. He steadily brought his times down to 73's and if wife Carol has anything to do with it we should soon have a new club member and starters for a few day runs.

Sunshine Coast resident member Phil Charles was running his GRD Nota open wheeler which looks like an excellent hill climber. His times quickly came down to the 66sec area, his previous best, but then the "product" he was using to make his tyres soft and sticky started to wear off and his times went backwards. Back to the drawing board.

Allan Conway was running his very early and original Seven with the pre 1961 cars which were a bit big and tough for the Seven. His son Sean was running his 928S Porsche and got to the 73sec bracket against some pretty stiff competition. And in pre 1970 Sports Cars, the two Johns, Lungren and Barram, were having their usual tussle. We have now initiated our own "weight for age" system, making allowance for Mr Lungren's greater years and on this basis he won handsomely. Unfortunately, the officials see it differently so I got the bigger trophy.

*Best times were;*

<i>Geoff Noble</i>	<i>Lotus Elise</i>	<i>58.98</i>
<i>Peter Boel</i>	<i>Lotus 41C</i>	<i>59.76</i>
<i>Phil Charles</i>	<i>GRD Nota</i>	<i>66.??</i>
<i>Greg Bray</i>	<i>Lotus Europa</i>	<i>67.78</i>
<i>John Barram</i>	<i>Lotus 7</i>	<i>69.61</i>
<i>John Lungren</i>	<i>Lotus 7</i>	<i>71.37</i>
<i>Alex Molocznyk</i>	<i>Lotus Elise Sport</i>	<i>73.12</i>
<i>Sean Conway</i>	<i>Porsche 928S</i>	<i>76.67</i>
<i>Allan Conway</i>	<i>Lotus 7</i>	<i>80.61</i>



*Peter Boel in the 41*



*Lotus Village*





GOODWOOD REVIVAL VIP PASS - GOODWOOD REVIVAL VIP PASS - GOODWOOD

Photos by Michael Hipperson and Andrew Kitson [www.andrewkitson.com](http://www.andrewkitson.com)



GOODWOOD REVIVAL VIP PASS - GOODWOOD REVIVAL VIP PASS - GOODWOOD





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*That was the year that was...*









Morgan Celebrated 100 Years!



# Farewell 2009





Peter Perfects machine

## (The Bowden Car Collection Visit)

by Jason Patullo. Photos by Peter Upham and Moira Wilson

It was a long time coming but we finally got to visit the Bowden family Car Collection. We set off at about 7:45am and formed a convoy of Loti and various other makes up the Bruce Highway, our exact destination unknown but we were soon to be enlightened. Chris Bowden met us at a local service station that was not too far from our final destination, we snaked up through Buderim and then we took a right and then a left then another right or was that left then right, can't remember but if I did I couldn't tell you because it is TOP SECRET.

You are greeted with an understated entry into the property, long winding driveway and then it hits you in the face, the biggest garage I have ever seen. Dan Bowden gave us a brief run down of how the tour was going to be carried out as we were sharing the visit with the early ford owners club (they were in their element), then we split into two groups one started on the first level of the garage and my group proceeded to the basement level, yep two levels of petrol head heaven.

The line up of cars in the Bowden collection is very impressive. In the basement level of the garage were Peter Brocks A9X Toranas and his VL Commodore, Dick Johnsons Ford Sierra, Tony Longhurst's Ford Sierra, which we were told at its final stages of development, was putting out almost 900bhp in qualifying trim.



Garry dreaming - Hook her up boys.

Kevin Bartlett's Channel 9 Camaro was parked just inside the entry to the basement so it was the first one I had a good look at, and too my surprise it still had all of its interior. It looked like you could jump in it and drive down the shops to get the bread and milk. The beautiful JPS 6 series BMW campaigned by Jim Richards in my opinion was the best looking race car on the basement level but I am biased because the best looking Formula one car was the 98T driven by the great Ayrton Senna which wore a similar paint scheme.

Chris Bowden had his story telling hat on explaining the history of each of the cars, who drove them, what races they won, how they acquired them, some interesting stuff. One of the cars tucked away in the corner of the basement was an XU2 Torana. This is one car I had never seen or heard of before but according to Chris Bowden it was the factory's attempt to produce a supercar. It had a 308 v8 with a massive diff all good stuff for the bogans, but apparently it is a pig to drive and the factory only made a

handful of them because it was not as good as the XU1.

The ground floor of the garage was our next stop after finishing up with the cars in the basement. In the main entry to the garage were the Moffat Trans Am, The GT-HO Super Falcon and Norm Beechys HT Monaro. All of these cars were excellent race



cars, hard to believe The Super Falcon built in 1970 in Australia put out 620BHP and had fuel injection. For some, these cars are interesting but for others including myself, the 1965 MK 1 GT40 that took pride of place in the main entrance was the most interesting car in the collection. The car is currently for sale at \$2.25 Million, probably worth it seeing it is the only original MK1 in Australia. Unfortunately I could not stay until the end but the boys tell me that they started the car at the end of the tour for all to hear, pity I missed that.

Apart from the GT Falcons (Phase 1,2,3 & 4), AC Cobra, 911 and other bits of racing history that graced the ground floor level of the garage there was the first genuine Lotus Cortina I have ever seen. It was driven by Jim Clark and Jackie Stewart in the Marlborough 9 Hour and brought to Australia and raced by Allan Moffat. This was Moffat's first race car, to own a car that was sold to him by Colin Chapman driven by Jim Clark and Jackie Stewart is pretty cool.

A very enjoyable day was had by all in attendance (you know who you are too many to list). I feel somewhat privileged to have seen the collection of cars and the fantastic shed the Bowden family have got to house them. The collection is not often open to the public so many thanks to Dan and Chris for the tour and opening their brilliant shed for us to see. Check the web site for all the photos.



Moffatt's first race car



Interested Lotus group!



Ford GT40 - I want one



What !!!! a modern race car



# Lotus Club Queensland Web Site Statistics. – by Daryl Wilson

Earlier this year I thought it would be interesting to know how many people accessed the Lotus Club Queensland web site and where they accessed the web site from!

After some investigation and discussion; David Conran advised that Google Analytics could be used to track and record this information and best of all it was free. After some more research and testing I loaded the Google Analytics code to each web page and sat back to see what happened.

My first thought was; what if no is bothering to look at the web site!!

Well the results are in and I thought it might be interesting to share the Google Analytics statistics details with you.

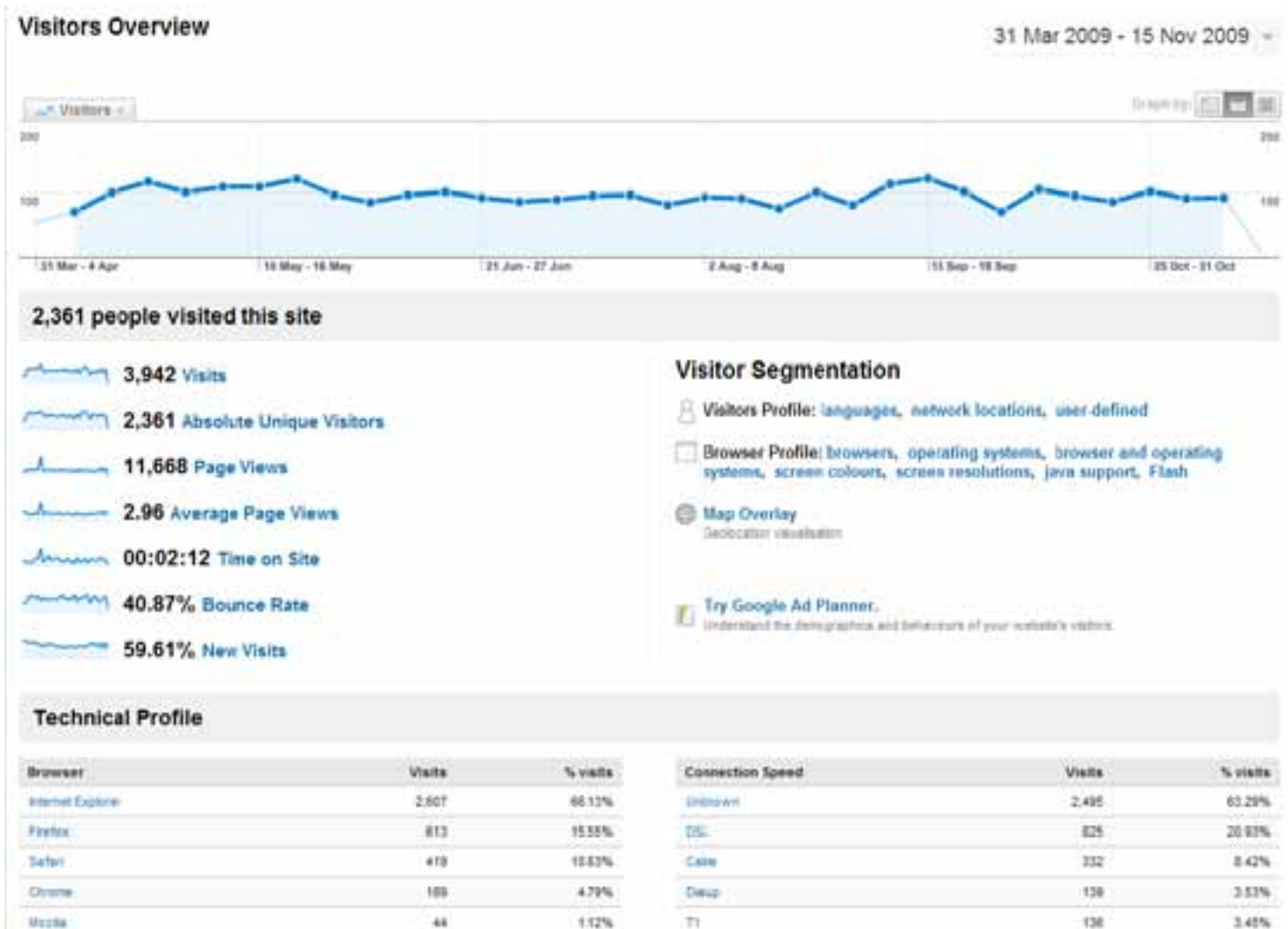
During the period 31st March 2009 to 15th November 2009 the www.lotus.org.au web site had the following traffic;

- Total number of hits to web site = 3942
- Total number of unique visitors to web site = 2361
- Total Number of Countries where people accessed web site from = 59
- Average hits per week to the web site = 70 – 120.
- Average time on the web site – 2mins 12 secs.

The difference between the total number of hits (3942) and the unique visitors (2361) is the people who revisit the web site on more than one occasion ie;  $3942 - 2361 = 1581$  people who visited the web site on at least two (2) separate occasions.

While this is not high volume traffic, for a small club it proves the power of the internet to get your message out there to a wide community.

Please refer screen shot below for more detailed information.



# Lakeside Group N Historic Racing 18 Oct 09

by Garry Saunderson.

Lakeside one day event put on by the Historic Racing Car Club of QLD and run by The AASA. Entry fee was \$135. We had to upgrade our AASA Clubman Licence to a full AASA licence for one day at \$60. Allan's first big Group N racing.

In qualifying the motor got hot and was losing power, so Allan came in after 4 laps, but he did a couple of good laps with a best of 1.06.37. We removed the stocking from the radiator hose and it was full of rubbish, replaced the spark plugs that are 2 years old and I must have bumped the fuel regulator when cleaning the engine bay at home and it was almost off, so I moved it back to 2.5 lbs pressure. No more overheating problems and it went like a rocket.

There were 28 cars in Group N and Allan's time was good enough for him to qualify 2nd behind a Datsun 1600 in the slower group. The fastest cars were in Group 1 and we were in Group 2. My mate Trevor in his Norm Beechey replica EH Holden qualified a couple of tenths quicker than Allan and was the last car in the fast group racing his son Troy, driving Trevor's other race car which is a yellow XU1 Torana (refer Pics). Poor buggar he was racing XU1s, Holden's, XW GT Falcons, twin cam and BDA Escorts, not much fun with a 3 speed gearbox and drum brakes.

Allan goes out for his first race. I am a nervous wreck and he is as cool as a cucumber. He has a real good dice with Ken Nelsons Cooper S, but got in front of him under brakes and won the race. Ken damaged his motor and that was the end of racing for him for the day.

Allan went out in the second and third race and changed from 1st to 2nd a couple of times with Ian McIlwain's Datsun 1600. In Race 2 we broke a bolt in the front Weber and had to wire it up (refer to pic) In the last race he comes in and we lift the bonnet and there is oil over the whole engine bay not sure if the oil cooler has got a hole in it or the hose is split. No other damage.

How good is it to watch my son winning 3 races driving a old beat up GT Cortina with Mini Cooper S, Datsun 1600s, BMW, Ford Customline and a Chevy Nova following. A dream comes true. Allan has been racing in regularity and sprints for 10 years, so it looks like we will be doing a bit more of this type of racing. ALLAN RECKONS "BRING IT ON"

His best time for the day was 1 minute 5.52 seconds.

The last pic is of my mate Peter Stevanovic (pit crew) and Allan holding his trophy.

Winners are grinners.

Till the next race meet.

See ya, Saundo



Note wire repairs to weber



Ready for action



Allan hunting a Cooper S



Lakeside Pits



Peter Sevenoniv and Allan with the Trophy





# Jackie Oliver



## Testing at Lotus was a dangerous business for Jackie, especially with Colin Chapman's need for light weight

**C**olin Chapman once said to me, 'Lad,' (he always called me lad), 'you know the most important thing in racing?' And I said, 'No, sir.' He said, 'Formula One'. Then he said, 'And you know the most difficult thing about Formula One? Getting my ideas made.' Those words, I can hear him now, were absolutely true – he always struggled with that, getting his ideas into reality.

My time with Lotus in the late Sixties was the period before aerodynamics, and at the forefront of Colin's technical innovation was, of course, lightweight construction. Aerodynamics didn't happen until the Lotus 49 in the last year of my contract, though I think the previous two or three years it had been in the back of Colin's mind. At that time he was still just making things as light as possible. And he was fanatical – if the race finished with more than a gallon of fuel in the car, he used to give team manager Jim Endruweit or chief mechanic Dick Scammell a real bollocking – course he used to give them a bollocking if they ran out of fuel as well. I used to do a lot of testing in the early days with pick-up systems in the fuel tank – that was Colin's focus, that was his dynamo, to save weight. He pioneered the oil tank inside the gearbox, convinced Walter Hayes at Ford to use the DFV engine as a stressed member – Colin's passion was saving weight.

That made a lot of the testing I did for him in the early years interesting, because I used to test the car to see if it would break or not. Back then, it was just trial and error – they didn't do too much strain-testing on any rig. The rig was me, and many of the 'offs' I had at Snetterton were because things fell off. It never bothered me at the time – I thought I was untouchable.

I never told him his ideas were wrong – Colin would never listen to me. I was purely a test donkey, and I gave no technical input, just a comparison – was it better or worse? Like Jo Siffert's car, which was going to be delivered to him. As it was a customer car, and there hadn't been a proper fitting, Colin decided it had better have an adjustable steering wheel, so there was one tube inside another, held in place with a 1 BA bolt – you know how small a 1 BA bolt is? It's watchmaker stuff. And of course the first lap out I leant on the steering wheel, and it snapped – the bolt snapped off and the wheel collapsed. I punched all the instruments out, cut my knuckles. And it wasn't a question of cost, it was weight-saving.

Colin wasn't at all concerned with safety. To be fair, I'm sure he gave it consideration, but it wasn't an issue that would survive very long in his design process, because it would soon get pushed aside or compromised in his quest for speed. He

certainly felt responsible, but never apologised; when something broke, it wasn't because the design was wrong, it was because someone hadn't interpreted his drawings correctly.

But at the time, the drivers didn't resent that, because they wanted to drive the best car. Racing drivers are all the same. But I remember Helen Stewart, Jackie's wife, talking to me in New York when we were at Watkins Glen. 'I do hope Jackie doesn't drive for Lotus,' she said. 'They're so dangerous.'

Because that was the perception.

It wasn't all like that. I remember the Indy turbine car, which I tested in 1968. That was one of the more unusual of Colin's cars. They weren't going to let me drive it, but Graham Hill was late arriving, and it was sitting there at Hethel. There was an American there, with a real American twang, but he looked English because he had a tweed coat, a deer-stalker hat and one of those big curved pipes. He was chief engineer at Pratt & Whitney, who supplied the turbine, and he was explaining what I had to do. There was

a torque converter, and an efficiency gauge, and what you had to do was hold the car on the brake and get the engine up to speed until the efficiency gauge reached a certain number, and then you eased your foot off the brake, and you'd gently go forward – no clutch, it was about the efficiency of the turbine.

So I sit there on the test track, and I do everything he said, because this was the first time the car had run, and there's this whining noise in the background, and I get the efficiency gauge up to where he'd said, and the car's tugging away, and he signals me to leave, so I slide my foot off the brake, and as you normally do when you drive out of the pits I give it more gas. And nothing happens. So I give it a bit more gas, and suddenly all four wheels light up – it was four-wheel drive – and there's smoke everywhere. So I lift off, and I think, oh my God, the throttle's jammed, because the lag was just as bad the other way, and it's still pushing forward – it had a huge amount of lag. I mean, count to three. So I step on the brake and flat-spot all the tyres. That was quite novel.

I learned a tremendous amount from Colin, and not just how to drive (he tried to get me to left-foot brake back then, a practice much used today); but also things I later applied as a team owner. At the time, Lotus was like the University of Motorsport. Colin was always in the workshop, at a million miles an hour, such an active mind. The draughtsmen would groan when he came in; he'd say, 'No, not like that, like this,' and sketch all over their detail drawings. No CAD then.

I went to BRM in 1969, and I feel lucky now that I got through my Lotus years unscathed.

**The bolt snapped and the steering wheel collapsed. I punched all the instruments out and cut my knuckles**