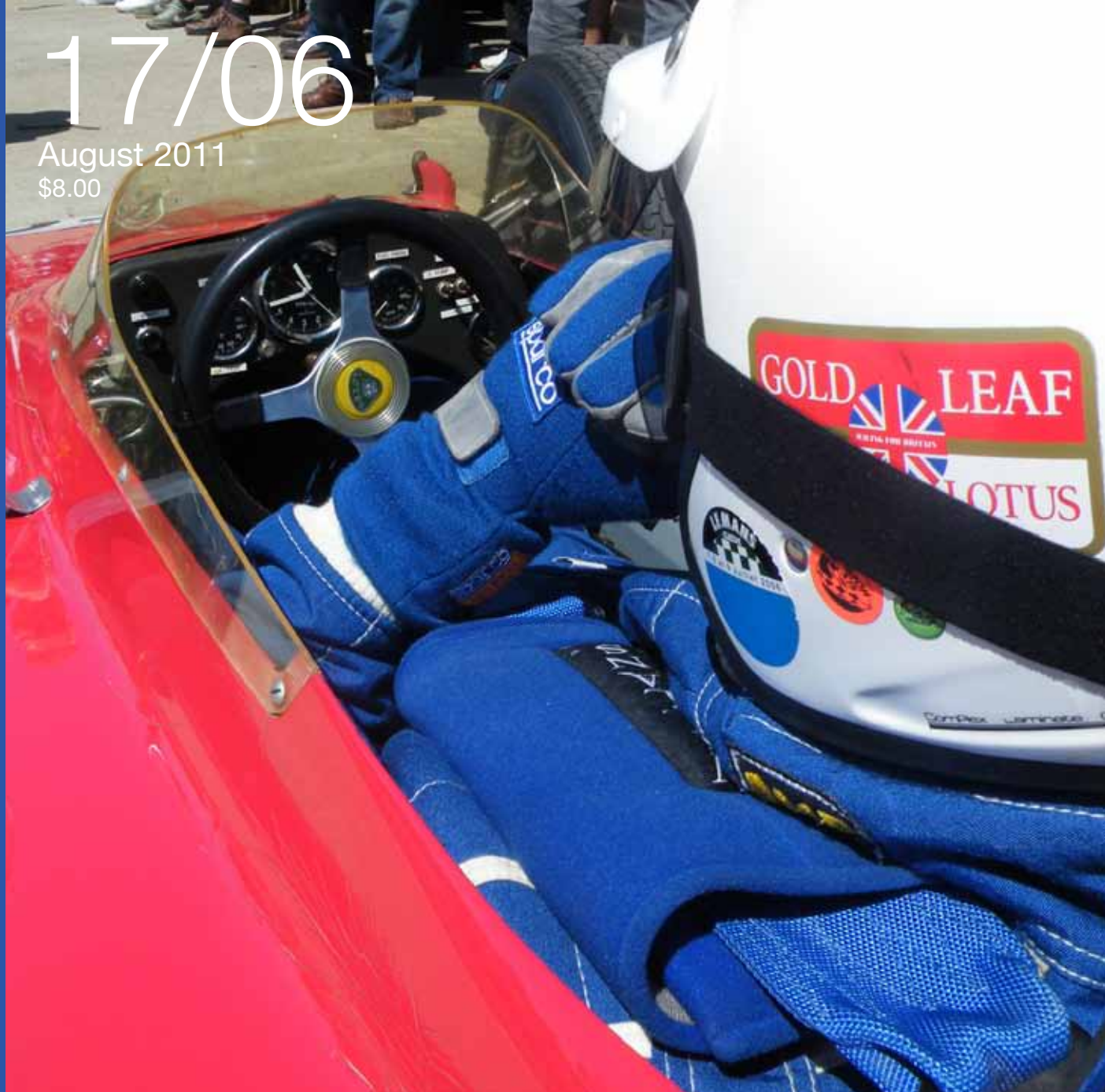


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LOTUS:11

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Snetterton 60th
Goodwood 2011
Le Barge Pt3
How to Find Uranus





AN EXTENDED ELITE EXPERIENCE

By John Hellings (UK)

Editor's Note:

The following article was published in the June issue of Club Elite News (UK) magazine. John has agreed that it be published in Lotus Notes. It is a fascinating story of a "production prototype" Elite invoiced from the factory in March 1959.

Start of an autocross at Hatfield. This might have been the one with no brakes but can't be sure since I did a few others there as well.



My interest in Lotus in particular, as opposed to sports cars in general, developed at Hatfield during my time as an engineering student at the de Havilland Aeronautical Technical School and subsequently. Here we learnt all about the importance of efficient structural design, the sine qua non of minimum weight, and aerodynamic drag. Names there who moonlighted on occasions for the burgeoning Colin Chapman included Gilbert Mackintosh, Frank Costin and Maurice Phillippe, all of whom I knew and who vicariously fed this interest.

I don't remember the Elite at Earls Court in 1957 but soon became aware of this extremely pretty and doubtless highly efficient car. The fact that it employed good streamlining and a lightweight monocoque construction scored heavily in any aeronautical engineer's eyes, although I never at that stage had any thoughts of owning one, being well satisfied with my TR2.



However in 1960 I must have made enquiries at the Chequered Flag for I have a letter from them dated May that year offering two used Elites, a BRG one having been raced extensively by Jim Clark here and abroad "with immense success". At £1665 it had extensive engine and brake modifications and was, they said, capable of "in excess of 130mph". At £1685 the other (#1008) in pale blue was the October 1958 Motor Show Stand Model, subsequently covering 15000 miles in the hands of

6 SML with PRW 130



"one well known owner" who was, it transpired, Keith Hall, a Lotus works sports car driver at the time. The car was "hand built" and had a Stage II tuned engine. After some careful thought I went for the blue one and they graciously accepted the humble TR2 in part-exchange. As I took delivery I fervently hoped 6 SML wasn't flattering to deceive. It didn't take long to find out.

The next 3½ Climax powered years saw a mixture of emotional highs and financial lows in broadly equal measure. The highs come to mind more readily, some of them stories in their own right. As well

as everyday transport, the Elite provided plenty of fun from sprinting at Brands Hatch and elsewhere, night rallying, the occasional autocross (once managing to satisfy the scrutineer with no brakes whatsoever) to a race round 12 nominated pubs scattered throughout the length and breadth of Hertfordshire during opening hours one Sunday evening, an obligatory alcoholic drink being consumed at each. Everyone reached the finishing pub before closing time and our total mileage, as I recall, was around 100. It competed in sprints against the clock in the dark hours around a circuit of narrow lanes starting and finishing in Ayot St. Lawrence. Good to relate, 6 SML held the lap record for a while until taken by someone on a motor bike. For some unaccountable reason, sense must have prevailed at that juncture and we didn't try to wrest it back.



Being driven into the Bristol Freighter at Lympe. Not by me(!) hence able to take the picture myself

On another occasion concealed police took exception to my driving as they (thought they) saw it and radioed ahead for me to be stopped. The attempt failed and by pure luck we avoided a road block thoughtfully set up a few miles further down the road especially for our benefit. Next day we were honoured with a personal visit by a police



officer. Fortunately it all ended fairly amicably with a grudging letter from Police HQ in Kidlington: "Having considered the matter..... no further action on this occasion..... however I should warn you..... etc." The usual stuff.

In the very early days a trip made was to Italy, where the car spent ten days in the Lancia/Alfa Romeo garage in Alassio having a front prop shaft U/J replaced by mechanics who had only heard of Elites racing at Monza, never having seen one in the flesh. They declared the job would take just two days including getting the bits – impossible I told them

Full of foreboding I accompanied them out to the car, still on the tarmac. Despite prolonged efforts they had failed to discover how to open the bonnet to check chassis and engine numbers against the paperwork. Their injured pride was palpable and satisfying.

The minutiae of the mechanical lows have largely faded into oblivion, probably through selective amnesia, and had I not made a point of retaining pretty well all paperwork connected with the car, they would have remained so. But trawling through it revealed invoices for all manner of work of which I have little recollection. For example,

Sprinting at Brands Hatch



suspecting what prop shaft removal entailed. Their faces were a picture after putting the car on the lift to show me how wrong I was.

At the outset we had crossed the Channel from Lympne on a Silver City Airways Bristol Freighter. Their staff insisted on taking the keys and loading the car themselves, despite my protests. I was sniffily informed that they dealt with hundreds of cars without damage (to their planes I assume they meant) and mine would be no different. There followed a long and unexplained wait in the "Departure Lounge" until a loudspeaker announcement requested the presence of 6 SML's driver.

Remove and skim head, renew diff oil seals.....£55

New crankshaft, conrods, pistons, jackshaft, weld crankcase etc.
£1925 (following a blow up after 6 months, just outside Chequered Flag's guarantee and more than I paid for the car!)

New camshaft bearings and exhaust valve, examine conrods and pistons £14

Certainly there were other engine related problems on a fairly regular basis, broken dynamo brackets, flooding SU carbs, leaking head gasket/



6 SML and Morgan somewhere in Alps



Outside the Design Office building at De Havillands. Why someone took this in the car park I have no idea but I know the car caused a bit of a stir when I first turned up for work in it, so perhaps that's why. Whoever it was he must have given me a print.

dropped liners, air drawn into the slave cylinder. I was told "What do you expect from an engine one day frozen solid and the next boiling its head off in traffic? It was designed for racing, flat out or nothing." Just the reassuring words I needed.

More public of the lows were three total and unheralded brake failures on the road, one of which resulted in shooting the North Circular Road through red lights, fortunately without hitting anything. A couple followed unsuspected fluid loss from the rear calipers, the first of which occurred near Farnham. I drove the car, very carefully, to Mike Hawthorn's garage. There I was redirected to another nearby where resided one Brit Pearce who looked after Lotus(es?) belonging to a well known driver – Innes Ireland springs to mind, though I could be mistaken. The third failure followed the top master cylinder attachment bolts pulling through the fibreglass, which was easily reinforced. The leakages were solved for good, thanks to a de Havilland Tech School friend whose father Joe Wright was Managing Director of Dunlop's racing division, as I recall. A visit to their Silverstone caravan during a meeting elicited a handful of high temperature caliper seals with their compliments.

The most dramatic low was when 6 SML was comprehensively T-boned on the driver's side by an Alfa Romeo that had jumped red lights. Such was the impact he ended up



on Shepherds Bush Green while I was spun through 270° having become an uncomfortably snug fit between the door and the transmission tunnel. The repairs by Lotus at Panshanger, being up the A1 from de Havillands, enabled me to keep general tabs on them but even so, progress was slow. I saw them repair a corner on Les Leston's DAD10 in under a day following a practice off at Brands, revealing a hitherto unsuspected ability to do something quickly.

Eventually I collected the car and that evening visited a basement flat in London. Afterwards there was a distinct smell of gas and on reaching street level I found 6 SML guarded by a policeman with sand sprinkled around, the "repaired" scuttle tank happily leaking its contents into the gutter. It was towed to a nearby garage - an uncomfortable experience in

measure both the bell and tail shaft housings were alloy. Somehow I acquired from the factory a lines drawing of the Elite body shell, while Ford provided an installation drawing for the engine. Checks suggested no show-stoppers (i.e. no surgery to the body shell, so the installation would be easily reversible) so I went ahead, but it was clear from the outset that five particular issues needed addressing,

- Repositioning of the Ford filter bowl to clear the steering column,
- The gear lever would be in the wrong place,
- The existing engine mounting points could not be used,
- Relocation of the radiator's inlet.
- Fabrication of a new exhaust manifold



the dark with the driver's carpet soaked in petrol. The keys were pushed through the letterbox with a note and another placed on the windscreen: "DO NOT START". Back at Panshanger they fitted in the scuttle an alloy tank specially made by the racing department at Cheshunt. There was an upside to all this. Before the work was completed Yorkshire Insurance paid me the agreed repair estimate and walked away, perhaps versed in matters Lotus and anticipating the bill. The icing on the cake was that I never received an invoice from Lotus, inefficiency rather than shame I assume.

In the mid 60s a small garage across the road from DH was occupied by two ex-Lotus mechanics and naturally 6 SML attended on a regular basis. Both were aware of my disillusionment with Coventry Climax and one day they said "That's what your Elite needs." "That" was a Cosworth Mk VIII 1500cc ex-Lotus Super Seven engine and gearbox sitting on the floor. Despite being an iron engine, it came in at only a few pounds heavier than the Climax, thanks no doubt to its very shallow block, while for good

Whereas I relished the problem solving, design and drawing processes, detail fabrication was greatly aided by unwitting help from de Havillands where best quality materials in sensible quantities could be "obtained", while turning and welding cost merely the price of a drink or packet of fags. All the operatives needed were proper drawings. So in order:

I made and fitted a half inch thick alloy adapter with skewed oilways between the block and pump/filter head assembly enabling the filter bowl to be rotated anticlockwise to miss the steering column. It required a lot of hand fitting, though DH very kindly made a longer oil pump drive shaft. I decided against a remote filter, which, on the face of it, would have been far easier, but I cannot recall the reason, though it must have seemed a good one at the time.

The Cortina GT remote control alloy die-casting was shortened and re-welded by DH, and a modified selection mechanism designed and made which shortened the gear lever throw across the gate. I remember being pleased with the result and gaining more satisfaction from changing gear than hitherto.



Existence of the oil filter bowl and steering column on one side, and the dynamo on the other, prevented the car's engine mounting points being reached from those on the side of the Ford's block by any practical structure. So triangulated tubular mounts (by DH naturally) located the engine on new mounting points about 4ins further aft, each in turn being tied to the sub-frame's top tube. This setup gave no problems.

Being of brass, the radiator was easily modified. Its top inlet was moved from left to right, the filler hole blanked off, since it no longer appeared to be the highest point in the system, and a Triumph Spitfire remote header tank fitted. The lower outlet now has the longest flange possible while still allowing radiator installation. I recall the standard installation is a pipe stuck through a hole with an 'O' ring in it, which I feared would leak once



reassembled with the new installation.

A full sized jig was constructed replicating the head's inlet/exhaust face together with a rubbing, the bits the new manifold would have to miss and where it had to end up. This was despatched to Downton Engineering in Wilts, such fabrications being outside the norm for DH. Soon it returned fitted with a beautiful manifold. The cost was probably around £25 at most.

The rest was minor stuff, recalibrated speedo, electronic rev counter, modified prop shaft, throttle linkage and fuel piping to suit the Ford's Webers, sundry electrics, oil pressure piping and temperature capillary, smaller clutch master cylinder to suit the Ford's slave cylinder and a machined alloy bracket (made by guess who) to match the rear gearbox mounting to the Elite's large rubber bush. An oil cooler was installed for good measure since the Ford's sump seemed hardly to stick in the breeze at all.

With more torque and flexibility and unchanged handling the car seemed greatly improved and gave, for the first time, trouble-free fun until a friend turned up one day in 1967 with a newly acquired E-Type for me to have a go in. The result was perhaps predictable. I knew I could never sell 6 SML so she was put in the garage with a promise she would come out on high days and holidays and not be forgotten. To my everlasting shame she never turned a wheel again for 43 years until I firmly decided in 2010 to get her back on the road and enjoy her while I still could. Soon afterwards and by the very best of good fortune I met Malcolm Ricketts who, after examining the car with his colleague Mike Laughlin, undertook to put the necessary work in hand in his workshop, my own days of diving into and under the car being long past. Malcolm was very polite about the engine, saying, "We all do these things when we're young." What a true gentleman!

Mike fitted the car with new dampers all round, new wishbones, driveshaft U/Js, wheel bearings and seals, new discs and new tyres and tubes, while the calipers were reconditioned and the electrics persuaded to work, old and brittle though they are. With a new Twin-Cam distributor the engine burst into life, a nasty shock for it after such a long and comfy hibernation. He told me working on my old prototype had been "interesting" but

his expression suggested "interesting" may not have been quite the right word. Now she has returned home, freshly MoT'd and ready for a spot of restoration work on the original Motor Show trim. Then another previously unknown example will rejoin an Elite world that hardly existed in her youth. And no, I haven't still got the Climax (#7611).

Not the most ethical of owners perhaps, I have remained with her longer maybe than many, and rejuvenated her with, I believe, a transplant for the better, though doubtless outraging puritans in the process. I have allowed her a long rest from the harsh and ever more aggressive motoring world into which she will soon re-emerge with not a little trepidation (on my part that is, she will love it!). I wonder how things would have turned out had I chosen the green one.



MUSCLE CAR MASTERS

June 19th 2011

by Gary Saunderson



To All,

I pit crewed for my mate Trevor Norris (Norm Beechey) in his blue EH Holden, and his son Troy in the yellow XU1 at the Muscle car Masters at Qld Raceway on the weekend. There were 27 starters in Group N which was made up of 23 Nc cars, 2 Nb and 2 Na. Trevor got sick of racing at one stage and decided to play in the sand pit. The XU1 blew a head gasket in practise and we replaced it Saturday night and it raced all day Sunday with no more problems.





I drove out in my Mk1 Cortina 4 door fastback (there were only 4 made in Bodycraft in Geelong for Ford in 1965 which included 2 X 2 door GTs a 2 door 240 deluxe and mine which was the last one built and is the only Mk1 4 door Cortina fastback in the world). On Sunday morning when I pulled up at the front gate of Qld Raceway the official asked me where I was going and I explained I was pit crewing for a couple of the race cars and I was parking over near them. She said that there was going to be a big show and shine display and I could not park there unless I was in the car show, so I replied, well I will just have to be in the show, so she gave a show vehicle pass and away I went. I parked in the same place as I did on Saturday. The Shannons' officials who were parking the cars asked me to move the car and I explained I was pit crewing for my mates and it would be good if I could be parked there as I had some of the tools in the car. He replied that it was a strange looking car and 'bugger it we will park the show cars around your car'. So within 60 minutes I had Porches, Mustangs, hot rods and Falcons parked all around me.

After lunch one of the boys said someone wants to buy your fastback, there is a piece of paper under the wiper blade. No, not so lucky it is a note from Shannons telling me I won a trophy. Not a bad effort considering I was not entered in the show and shine. It was for the best European sedan. I told the guy that they had made a mistake as it was made in Australia, his reply was that they made Cortinas in England and that is close enough. One of my mates took a pic of me having a nanny nap on the back seat of the fastback.

My son Allan was not racing but he received his trophy for 1st in Nb class for the last meeting at Lakeside. He and my mate Peter took the fastback out on the track for a spin in the happy laps at lunchtime on Sunday.

That's it for now, till the next race meeting

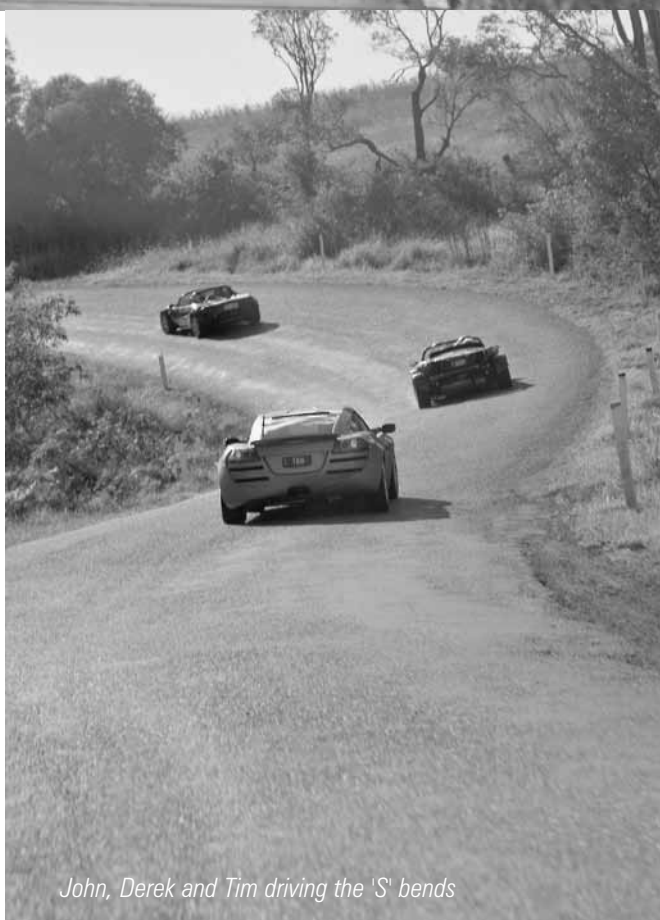
Saundo



TREE TOPS EMR

O'Reilly's and Canungra Sun 26 June 2011

by Daryl Wilson. Photos by Gloria Wade.



John, Derek and Tim driving the 'S' bends

This run was scheduled to start at Motorman Imports Slacks Creek south of Brisbane. It was a beautiful sunny Queensland morning and by the time we were due to leave we had around 20 cars and a few more participants who planned to meet us at various points along the way to Canungra.

The drivers and cars included Dick red Caterham, Rus and Leigh red Elise, Dustin and partner black Exige, Peter and Norma yellow Elise, Tim late model silver Europa, Alex and Carol another red Elise, Wade and co pilot Aston grey Esprit, Chris and his wife red South African RM Clubman, Daryl and Moira white Caterham, Craig and Carolyn red Elan, Greg, blue Elan, Mal and Chris blue Elise, Garry another red Elise, David and son yes another red Elise, John and Penny green Elise, Chris blue Elise, Derek and Anita silver 340R and a few others who I must confess my grey brain cannot remember!!!!

Derek after disabling the elaborate Motorman Imports security system and opening the crash barrier gates, true to form and his new radio commercials; had to move the Mustang, to move the Elise to move the MGF, to move the Nissan GTR, to move the Toyota Coaster bus to move the Toyota pickup and to get to the Lotus 340R for the run, nice work Derek!!!

As for the security system, the front crash gate would stop a Mack truck and the electric fences have enough wiring to power a small city.

After the usual Lotus catch up and chat time we headed off and almost immediately our group was broken up by the many traffic lights and heavy traffic on Loganlea Road. We proceeded on in several small groups and by various route to Canungra. Maybe we need to have some route notes next time guys???

At Canungra we regrouped and were joined by several other members Clive and Gloria green Elise, Simon and wife in green Caterham, Peter and Anne red Caterham, Patrick and son Jack red Ferrari. Yes that's right a Ferrari, maybe Patrick could not find the Elan in the back of his monster garage!

Canungra was very busy with heaps on bikies and many other day trippers, so we hit the 35 klms windy roads up to O'Reilly's Rainforest Retreat. What a great road, just built for our little cars with lots of tight twisting corners and hairpins followed by one way sections that meant we had to keep our wits about us.

For the most part the drive up to O'Reilly's was fairly smooth without too much traffic to spoil the run. A few members may have lost concentration at times, with a certain red Caterham driver losing the front and nearly ending up inspecting the flora and fauna!! Another black Exige driver (who shall remain nameless) seemed to





Mountain Cafe at O'Reilly's



The pie eaters



Gathering at O'Reilly's



At the Mountain Cafe



Inside the Outpost Cafe



about to do the treetop walk

get confused where the road went and had to pull over to get his bearings; maybe it was the white Caterham behind him that got him confused. Back on the road he was quickly past and continued on up enjoying the twisty bits. As we got near the top the few kilometres of road wound between the trees making for a great view and a great fun drive.

Arriving at O'Reilly's car park, our cars made a great line up and caused quite a lot of interest with the other visitors. Time for a coffee fix, we headed to the cafe for a welcome brew, then out to the back veranda for the sensational view of the Lamington National park.

After a coffee and more chat; most members headed to the Tree Top walk, an exciting series of suspension bridges strung high above the forest floor. A little frightening and daunting for some, but a great view and a great way to see the trees etc.

Back in the cars we headed back down the 35 klms of twisting roads for lunch in Canungra. A great drive and lots of grinning faces when we got to Canungra. At this point our organised lunch at the Outback Cafe broke down as we were outnumbered by the bikies and day trippers who had already arrived and taken over. A few members headed for the pub to find it had also been taken over by a bunch of Austin Healey enthusiasts, where too now!!!!

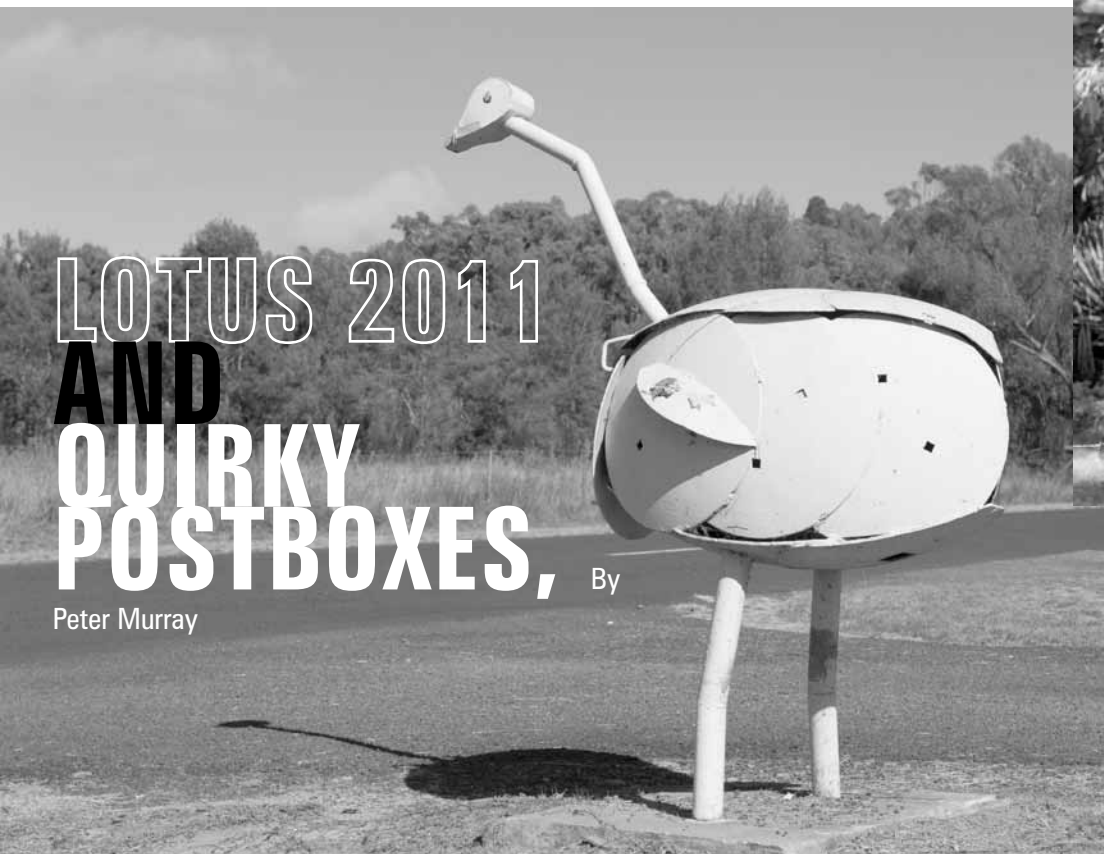
Not to be deterred our group broke up with some heading to the pie shop and others going back to the Outback Cafe. The service at the Outlook cafe was surprisingly good provided you kept it simple and we all managed to get fed and watered.

After a nice leisurely lunch some members head off for the longer drive home via the mountain roads and Gold Coast hinterland while others headed directly home after a great run and a great day.



LOTUS 2011 AND QUIRKY POSTBOXES,

By
Peter Murray



We went to Queensland for Lotus 2003. On the way back with the usual squeeze over Easter on travellers' accommodation we had to bed down at a camping ground outside Coonabarabran. That evening as we travelled back into town for a pub dinner we saw in the headlights some unusual postboxes. The following morning we headed west to see the Siding Springs Observatory then south to Gilgandra. The postboxes went unrecorded but not forgotten.

Fast forward to 2006 and the combined Lotus Clubs Tour of Tasmania. We'd heard of the Wilmot Trail and the quirky postboxes along the way so we travelled that road and took photos of each postbox. (See Lotus Notes June 2006 magazine).

Given our modest interest in quirky postboxes we just had to travel home from Lotus 2011 via Coonabarabran. We found that their postbox trail had a similar start to the Wilmot Trail. The initiator and owner of "The Emu" prodded his neighbours to develop their own creations. The next creation was for the 2000 Olympics –intended to be "The Saint", but was given the name locally of "The Runner" and subsequently a cap and sunglasses so the Saint's halo has never been added.





BRANDS HATCH HISTORIC SUPERPRIX

3rd & 4th July

Photos by Andrew Kitson (UK)



*Elan S4 1968 -
Larry Kennedy*

Brands Hatch motor racing circuit celebrated its 50th anniversary this year. The circuit staged the British GP events in the 1960s to 1980s, some three decades. The circuit is both spectacular and challenging, as can be seen in Andrew's photos.

See Andrew's website: www.andrewkitson.com

*Historic Roadsports Lap 1 -
Paddock Hill Bend*



F3 Lotus 69 1971 - Albert Clements



FJ Brabham BT2 1962 - John Dowson (ex-Gardner)



F3 March 793 1979 - Bernard Lacour (French)



FJ Elfin 1962 - Bill Hemming (Aus)



*FJ Lotus 18 1960 -
Michael Taradash (USA)
passes Lola Mk2*



*F3 Pooh Jeans Lola T670
1978-Michel Ghio (French)-no33-
Chevron B38-Pascal Gerbout*



*Hillman Imp 1968 -
David Heale*



*Lotus Cortina 1963 -
Steve Shuttleworth*



Lotus 23B 1962 - Mark Pängborn-Guards Trophy



*Anglia 105E 1965 -
Brian Webb*



60TH ANNIVERSARY SNETTERTON TRACK, SNETTERTON AND LOTUS

**Words and Photos by Andrew Kitson
(UK) and Lawrence Nash (UK)**

For many years there has been a thriving motor racing industry in Norfolk. Snetterton circuit and Colin Chapman's Lotus concern are largely responsible for this. The Lotus Festival brings them together once again, in Snetterton's 60th anniversary year.

In 1951, the first motor racing event was held at Snetterton Heath, a former USAF wartime bomber base. The circuit used the airfield perimeter road and parts of that early layout are still in use today. Three years after the circuit opened Colin Chapman formed Team Lotus, long before the marque and his team moved to Hethel in 1966, just a few miles from Snetterton. However while based in Cheshunt, Snetterton was a favourite race and test venue of Lotus. Chapman raced his own sports cars at the circuit in the 1950s, against legends such as Archie Scott-Brown.

But the greatest success for Lotus at the circuit was in the 1960s. Formula 1 cars raced at Snetterton several times from the mid-1950s until 1964. Innes Ireland and Jim Clark finished 1-2 for Team Lotus in their Lotus 18s in the 1960 F1 'Lombank' Trophy. A third works type 18 was driven by John Surtees. In the 1962 event Stirling Moss started from pole in his UDT-Laystall type 24 and set a new lap record, but Jim Clark won the race in his works type 24 Climax V8. This was Stirling's last race before his Goodwood accident.

Clark was World Champion in 1963, earlier in the season he won the 'Lombank' Trophy in a type 25 and in September won the 'Autosport' 3 hour sports car race in a Normand Racing Lotus 23B. 1964 saw the last F1 race at Snetterton for contemporary F1 cars in the 'Daily Mirror' Trophy, most remembered for Graham Hill's lucky escape from a big shunt

Colin

Editor's Note: Andrew's work has featured in Lotus Notes magazine previously. He has a website www.andrewkitson.com where you can view his motorsport paintings.



Lotus11



Lotus18 rear



John Chapman's Ford Galaxie



Lotus 58-F2 Don Hands

in appalling conditions. However Jim Clark continued to entertain the crowds after Snetterton's F1 days in fantastic style in his Lotus Cortina, the type 30 sports car and in Formula 2 in a Lotus 35. Another Scot, Jackie Stewart, was also successful at Snetterton. He won his first single seater race in Formula 3 at the wet 1964 Formula 1 meeting, but also won a Formula 2 race in September, like Clark, aboard a Ron Harris Lotus 32. This was one of Jackie's rare Lotus single seater appearances.

The Elite and the Elan were popular on the track in the 60s as were the Formula Junior types 18, 20, 22 and 27. Many drivers started in Formula Junior. The world's first racing school was started here at Snetterton in 1957 by F1 and Le Mans driver Jim Russell, and the Lotus Formula Junior was the school car of choice. The likes of Peter Arundell won Snetterton FJ races in Lotus cars.

Possibly the greatest success of Team Lotus was its victory in the 1965 Indianapolis 500. Jim Clark tested his victorious type 38 at Snetterton, as he had the previous Indy designs. 1965 also saw the European Touring Car Championship visit the venue for the first time, a race won by the Alan Mann Lotus Cortina of Sir John Whitmore.

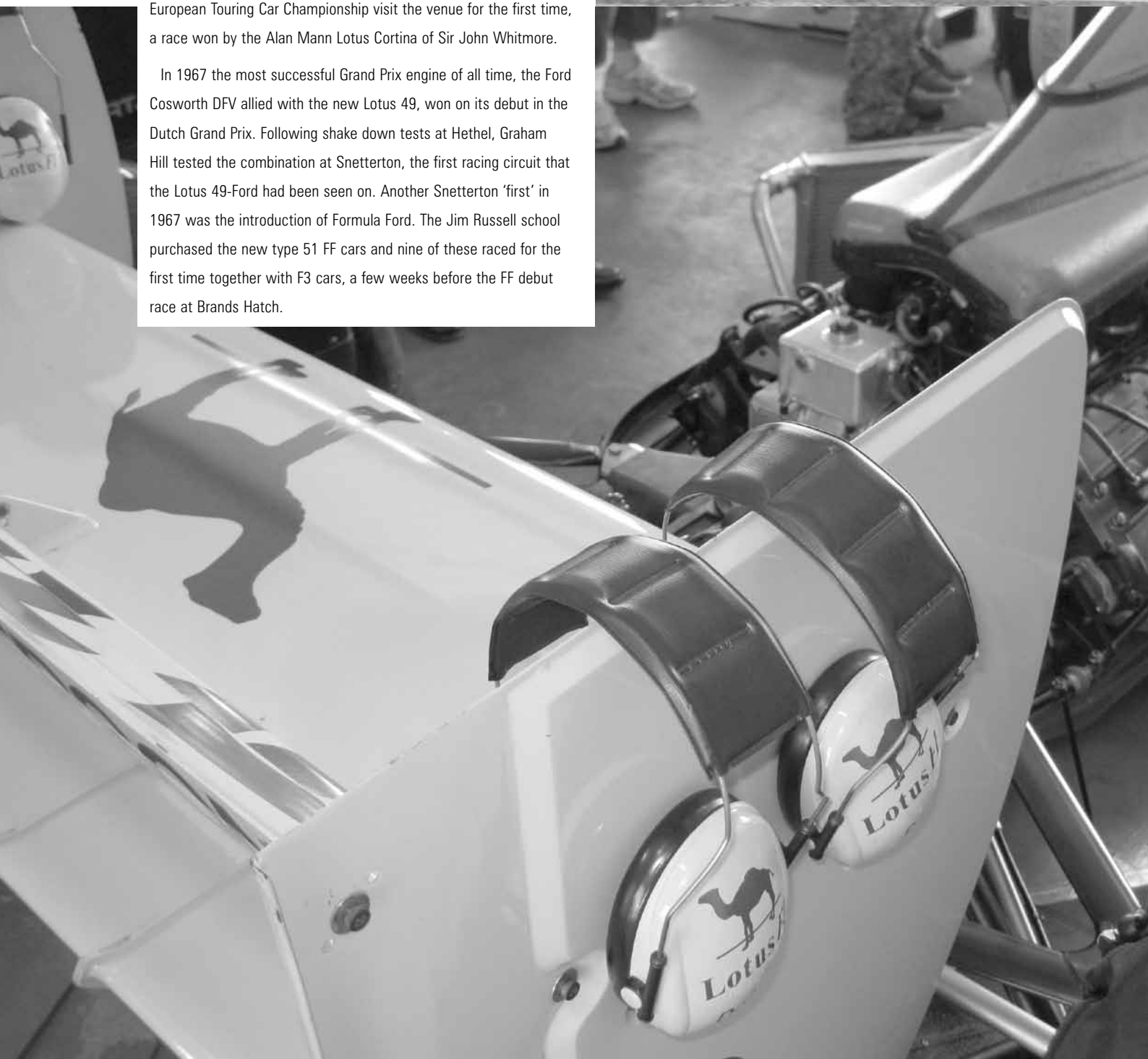
In 1967 the most successful Grand Prix engine of all time, the Ford Cosworth DFV allied with the new Lotus 49, won on its debut in the Dutch Grand Prix. Following shake down tests at Hethel, Graham Hill tested the combination at Snetterton, the first racing circuit that the Lotus 49-Ford had been seen on. Another Snetterton 'first' in 1967 was the introduction of Formula Ford. The Jim Russell school purchased the new type 51 FF cars and nine of these raced for the first time together with F3 cars, a few weeks before the FF debut race at Brands Hatch.



*Martin Donnelly Lotus 102
Andrew-Morris*



Lotus 101 Judd V8 Steve Griffiths





Lotus single seaters continued to be raced with great success, in FF and F3. The circuit continued to be used as an important test venue for the marque right through the 1970s, '80s and '90s with drivers such as Rindt, Fittipaldi, Andretti, Peterson, Mansell, Senna, Piquet and Hakkinen until the demise of Team Lotus in 1994. In June 1993, Team Lotus tested their F1 car with regular drivers Johnny Herbert and Alex Zanardi, but joining them for a try-out of an F1 car was Australian motorcycle world champion Wayne Gardner. Many former Lotus people have started their own racing enterprises in the area to create a racing industry in Norfolk that we should all be proud of.

Last year, Classic Team Lotus organised the first Snetterton Lotus Festival, including the largest ever gathering of Lotus F1 cars. Fantastic on-track demonstrations by iconic Grand Prix machines including the modern day Lotus Racing (now Team Lotus) F1 car and superb racing from the Lotus Elise Trophy is widely regarded as one of Snetterton's greatest days. With Snetterton's new circuit and exciting racing developments at both Group Lotus and Team Lotus, many more great days lie ahead for motor sport in Norfolk.

Lotus 58 Snetterton Chapman Celebration Tree



Lotus 25 & Lotus 101



Not bad, not bad at all. Amongst motor sport events of the world the two Goodwood weekends rate at the top end. The first of these on the calendar "The Festival of Speed" uses the area in the front of Goodwood House located just north of Chichester on the English south coast. The house drive is used to provide a hill-climb track for participating cars and motorcycles and gives a venue for spectators to see and hear motorsport. The three-day event is sold out before the gates are opened. This is a very popular event.

Gates open at 7.00am and if you only have one day it's best to get there early as there is a very full day of looking around and getting sore feet. At 9.00am cars begin their runs up the hill. There are two runs for each car over the day. In that time this year more than 200 cars in 19 classes made the two runs. In addition more than 55 motorcycles also rocketed up the long and sometimes tricky hill. Those 200 cars included a complete spread from the 21.7 litre 1907 FIAT "Mefistofele" and 21.5 litre 1907 Blitz Benz to the latest F1, sports and Indy cars. You name it almost everything was there, including this years LeMans winning Audi and 4 of last years F1 cars. This year marked the centenary of Indianapolis and no less than 40 cars, from the 1911 winner



Good contacts bring a very tight fit in the 1991 Le Mans winning rotary powered Mazda 787B. Slightly quicker than my MX5.



2011 GOODWOOD FESTIVAL OF SPEED

By Iain Palmer
Photos by Lawrence Nash
and Michael Hipperson

2012 Esp
an in-hou
4.8ltr v8 e
funds hol

Rear of th
award – n
Pippa Mic



rit will feature
se designed
engine if the
d. £110k



the year
move over
ddleton...

to this years Lotus entered Dallara Honda were there. If you were looking for Lotus amongst all these you would certainly not be disappointed. Included were 25, 49, 56, 76, 88B, 94T, 102, T125, T127, and an Evora GT4. Further to this there 42 supercars running where in addition to the usual suspects there was an Evora S and a Tesla Roadster (Electric Elise). Jaguar celebrated 50 years of the E-type and had 18 LeMans cars from and XK120 to a 1993 XJ220C. A fantastic sight and sound.

Drivers include anyone who is anyone, including many currently in F1. For the drivers this seems to be the place to be.

And that's just the start. Eight F1 teams including Red Bull, McLaren, Ferrari and both Lotus teams had at least two cars on their individual stands.. There were the usual trade stands, rally events (52 cars competing) and trick bicycle displays. If you want to get close to the action this is certainly a good place to start.

So we come top our special subject, Lotus. This year Lotus were everywhere. A full stand displayed matching white road



Michael Hipperson with the Parnelli Jones getting another signed auction piece for the Elise Garden Party



1955 750 Compitzone behind
1975 33 TT 12 whose 3ltr flat
12 makes 500bhp

1908 FIAT Mefistofele held the land speed record in 1924 @ 146mph. Chain driven with a 22ltr 320bhp straight 6 engine. Rear brakes only and a chassis rumoured to incorporate pieces from a London bus – explains the turning circle!



Classic Team Lotus had a big presence given the innovator theme. Type 25, 49, 76, 88 (twin chassis), 102



KV Racing Lotus sponsored IndyCar running a Honda engine. Shows Bahr's ambitions to take Lotus motorsport worldwide with poles and podiums stateside.

cars and featured 2 F1 cars in black and gold. For the first time I saw the new Esprit, stunning but it's not a car I can yet see as a Lotus. It certainly is up-market but it's big and could just as easily be any other manufacturers' supercar. This is a big move for Lotus. The other car that took my attention was a cutaway of an Evra that used battery power and two large electric motors. This car will do 0 – 100kph in 3.4 seconds and is a Lotus Engineering project. The car also runs a 3 cylinder 1.3 litre 55KW battery top-up engine which will charge the system at 180 amps. Later this year several prototypes are to be made for demonstration purposes. There is just one small down-side. The range on the battery is less than 60Km. Using the top-up engine this is extended to 450Km. It all depends on how you drive it, but a quick run to Sydney is not an option. For those who want a little bling, this car comes with a Lotus designed sound system. The driver selects his option and I was told (with a straight face) the system was designed to warn pedestrians and cyclists. Sound available is a V8 or V12 with a 7 speed paddle shift.

I spent 10 hours in the sunshine walking around and getting sore feet. Sore feet have to be seen as part of the event. I was however lucky with a special contact that made life at this years event even better than expected. Sometimes you can just be most fortunate.

If you get a chance to be at Goodwood, do it!

Iain Palmer



2012 Hennessey Venom GT while it uses Exige components including chassis, roof, doors, glass, dash, cockpit, heater and head lamps the 1200bhp engine shifts the 1220kg monster from 0-100kph in 2.5 to circa 450kph top speed. LS9 based 6.2ltr twin turbo distinguishes it from the regular Exige - not for the faint hearted!



BAC Mono – new model with a Cosworth 2.3-litre 280hp engine with a Hewland for the six-speed sequential gearbox and no room for friends.

By Lawrence Nash

Photos by Lawrence Nash, Michael Hipperson and Andrew Kitson

It is that time of year when Lord March lets motorsports great and good race up his driveway. It gets bigger every year, so we left at 5.45 to make the most of the day.

Can't really complain when drivers come from all corners of the globe – Rahal, Bell, Brundle, Chever, Franchitti, Mansell, Hill, Hamilton, Fittipaldi, Moss, Rutherford, Surtees, Unser.... and some Aussie called Webber! Cars include Jenson Button's championship winning Brawn GP, Le Mans winning Audi, TT winning motorcycle, WRC winning Group Bs together with priceless concours cars including Alfa 33 Stradale and Ultra rare Maserati A6 G/54 "Frua". Supercars were represented with the new Pagani, Lamborghini Aventador along with Ferraris and Porsches of all shapes and sizes.

Having the "Racing Revolution" theme guaranteed a big presence for Lotus who were an official sponsor and had one of the most impressive stands. It featured the 2003 and 2012 Esprit and F1 cars new and old along with Evora's and Elise offerings. Both Team Lotus and Renault Lotus were present and ran up the hill in keeping with the ambitious motorsport revival.

From the other side of the pond was Clark's Type 38 that finished 2nd as well as current Lotus sponsored KV Racing Indycar. Classic Team Lotus

bought the newly restored type 88 twin chassis and the 102 Lambo engined monster driven by Donnelly for the first time since it tried to kill him 25 years ago.

Other manufacturers had impressive turnouts with the E type celebrated its 50th birthday with a rather fetching sculpture overlooking half a dozen concours examples. Alfa Romeo emptied its museum and showed the new 4c Elise rival but the best looking models were the ladies on the stand! Audi bought multiple Le Mans winning cars and the v16 Auto Union racer. BMW bought the new M5 and 1M with Mercedes showing the SLS and other key cars from its 125yr back catalogue.

100 years of Indy were celebrated with Brickyard bricks added to the course and blackened with rubber by 2011 winner British racer Wheldon. Fittipaldi, Rutherford, Rahal, Unser took to the hill in Indycars young and old.

The Red Arrows put on lunchtime display as we basked in the sun with some overpriced burgers. I watched the cars go up the hill for most of the afternoon while Michael went autograph hunting.

But the day finished with a sizable list of things unseen..... I may need a weekend ticket next year!

Editor's Note: See more of Andrews photos and his article on the 60th Anniversary of Snetterton in this issue.

LOTUS 88B WINS AT GOODWOOD

The ingenious twin chassis Lotus 88B might have been banned in 1981 when it appeared for the United States GP West, but this fascinating car was fastest up Lord March's driveway at his annual Festival of Speed at the end of June this year. Don Collings achieved a 49.87 in his beautiful looking, Essex liveried example.

The 88 used an ingenious system of having a twin chassis, one inside the other. The inner chassis contained the cockpit and was independently sprung from the outer one, which was designed to take the pressures of the ground effects. The outer chassis did not have obvious wings, and was effectively a huge ground effect system, beginning just behind the nose of the car and extending all the way inside the rear wheels. It produced massive amounts of downforce. Chapman at his best!

Peter R Hill

Photo by: Andrew Basterfield

