

17/11

December 2011
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LOTUS:11

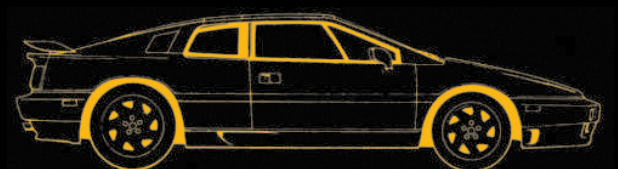
& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland
Club Lotus Australia

Features:

CLA & LCV Concours
Tour de Goldfields
Elite 1073



Carolyn Wilson & Gloria Wade



CABARITA WEEKEND

22 October 2011. By Clive Wade



Caught!



Harpist - Bangalow Markets



Tim Moore

To start, the disclaimer:

At no time is there to be any interpretation of this article by Elise S2 owners, or owners of their derivatives, that an S1 Elise or an S1 Exige or a 340R is not the ultimate modern Lotus experience.

Now that important point has been made, did I ever make comment about the glorious spring weather we have in SE Queensland? I can't remember, but if I have never mentioned it, I should, it's great. And it added to the relaxed state of the week-end at Cabarita, even though, as faithful Queenslanders, we had our doubts as to NSW being able to replicate our fabulous weather, at even so small a distance over the border into cockroach country and so much closer to the lands of the Mexican. We do respect the fact Mexicans don't have particularly pleasant weather at any time of the year (which probably explains some club presidents not being able to resist quoting results of some strange sporting code) thus, I always try to share our weather.

Sorry, I digress. The point of the article is to tell all you good folk, including our State of Origin losing friends in NSW, what a jolly good time we had in the far northern parts of NSW.

For most of the attendees, we wagged our normal responsibilities of a Friday, packed early and slipped moorings to arrive in driblets and drabs at Cabarita Lake apartments mid-afternoon. The plan for the week-end was to focus on the social and the beach rather than driving, however, driving was included as a choice.

As the services of our little Elise were forsaken for those of the Land Rover and its far improved load carrying capability, Gloria & I (read Gloria) set the theme for the week-end: Friday afternoon welcome drinks on the deck over-looking the swimming pool, gardens and lake. The scent of champagne, or some sort of bubbly white that was once allowed to purport to be champagne, with cheeses and crackers etc, soon had all Friday arrivees in good humour. Not too much imbibing allowed a relaxed trek to the Cabarita Beach Pub for dinner, all contenders were squeezed into the fleet of Land Rover. Gloria, being smallest, was able to utilise the rear seat arrangements only a 4WD can muster, so nobody was left to walk. On the return trip, Gloria being a tea-totaller, was able to ensure at least one driver was legal on the return.

Saturday commenced with a quick look at "Mal's Loop". Mal's S1 Elise led the way followed by Tim & I in his Europa 2. What a great idea to leave our car at home, for being passenger, I suffered envy of the



luxury fit-out and exceptional horsepower squeezed into this little car. Not all of the power originated in the Lotus factory, only the first herd, the second herd being compliments of an overzealous son who also dictated the improved brakes and suspension to keep all horses tamed, not corralled. Oh how those superbly comfortable seats drew thoughts of improving our little bus.

Following Tim was Craig in his lovely S1 Elan, never far out of sight even though there were 50 years of development within the group. Tim and Craig certainly were a pair of old slow pokes though, for we didn't see much of Mal's S1; he did assure us he never caused any of the speed cameras enroute to trigger, so therefore I can only assume the obvious.

Saturday afternoon lead to walks on the beach, Chris & Pattie Beecham & friends along with Peter & Caroline Burford joining us, then pre-dinner drinks by the pool and dinner at the local club.

Sunday morning the sun bloomed splendid, the gentlemen took their steeds around Mal's Loop, the ladies, showing absolutely no interest in joining us, piled into Gloria's Land Rover to disappear over the hills and dales to find a rumoured market at Bangalow. We, being the gentlemen we are, agreed to join them later in the morning.

And so, onto the second highlight of my week-end; chasing Mal around Mal's Loop, as the passenger in Craig's Elan. What a joy, the feel of a perfect '60's chassis and narrow 165 tyres setting corners before they arrived, drifting sublimely as only 165's will allow, no modern wide tired car can emulate such a joyous sensation (and it lasts longer than 5 minutes). All through the hills Craig guided his pride and joy through sweeping bends, dips and crests, while I sat in total awe, bemoaning the lost sensations and arts of driving on such miniscule tyres. All too soon our drive ended, Tim parted our company to head for Brisbane, thus Mal & Peter in Mal's S1, Craig & I in the Elan, turned south toward the Bangalow markets. It was unfortunate that Chris, Pattie and friends had to attend to more pressing issues on Sunday morning.

After arrival at the markets and the obligatory "royal waving" to all the cameras that appeared from nowhere as we transited the car park, we found our better halves ensconced in the best coffee and bacon & egg rolls known to man. Not only were the B&E rolls something to savour, the market was enormous and vendors varied. The quality of buskers ranged from 3x seven YO girls braving their inability to sing, to the most professional of musicians holding audiences captivate. No doubt I'll be visiting the Bangalow Markets again in the near future, I just wouldn't be able to say no (oh how to collect brownie points).

And so we returned to Cabarita, a nap, a walk on the beach, and then the ultimate completion of a week-end away; the Beecham's hosted fish & chips whilst our NZ & French friends entertained us from Auckland, playing real sport. 'Nough said, go NZ, and congratulations.

What a great week-end, great friends, great times, great drives, great markets, and a great rugby outcome. Thanks must go to Mal & Chris Kelson for organising this delightful week-end. Everybody enjoyed themselves at whatever pace chosen. I'm sure we will be pushing to include Cabarita into next year's events calendar, and I'm also sure we will be joined by many more members, especially as the 2012 Queensland Queen's Birthday will be celebrated in both June and October.



Mal and Clive



Retail therapy in action



Clive at Breakfast

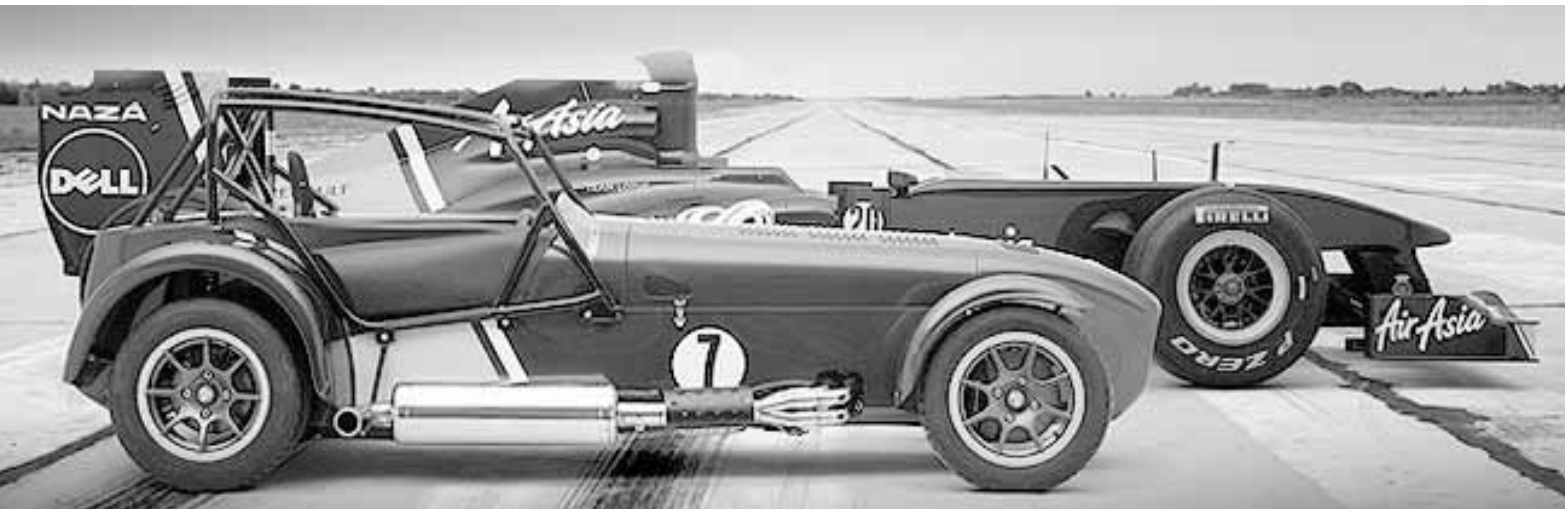


Regular contributor to, and past editor of Lotus and Clubman Notes, Peter Hill, has a motor sport blog that is worth a visit: <http://www.speedsportblog.blogspot.com>

A recent post was about the shenanigans that have been taking place over use of the name Team Lotus in F1:

The battle for use of the name Lotus in F1 has been more interesting than the championship this year. You need to concentrate at this point:

Malaysian businessman Tony Fernandes initially called his F1 cars Lotus Racing, with agreement from Malaysian Proton Cars that owns Group Lotus. Subsequently, after a fall out with Group



LOTUS IN F1

What is the Position?



Lotus (who wanted to team up with Renault in F1) he bought the rights for the old Team Lotus name from businessman David Hunt - brother of 1976 world champion James Hunt - who had purchased the rights to the name following the winding-up of the original Team Lotus in 1994. That's when the lawyers started making money.

While the silks were doing battle, Fernandes hatched a backup plan. In an ironic twist to the tale, he bought the Caterham car company. This is the company that bought the rights to the Lotus 7 from Colin Chapman in 1973 and have been building it, and developments of it, ever since.

The Lotus/Renault relationship also goes back a long way - in 1966 the Europa road car was fitted with a Renault engine and the companies have come together a number of times since in both road and race partnerships.

So in 2012 the Team Lotus name will disappear. We will see Caterhams racing in F1 and what was Lotus Renault GP this year will be Lotus F1 Team next year. But just in case you are starting to get your head around all that, next year Renault won't be involved. The Lotus Renault GP team has been bought by Genii Capital. Its boss, Gerard Lopez, recently became a shareholder in Group Lotus and Genii is believed to be considering a full takeover of the car company. Proton denies this - but they would, wouldn't they?





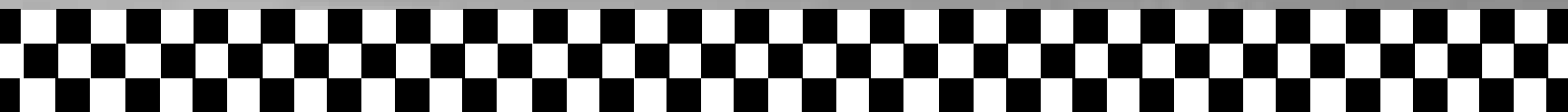
LOTUS 51 AM 146 ARRIVES

By Paul Littler

For nearly 30 years I've been 'gonna' get a 60's open wheeler one day. I had a Bug Eyed Sprite in my 20's and loved going out to the Lakeside historics; sitting on the hill watching the racing or wandering the pits for hours. For some reason the 50's and 60's race cars were the only ones that interested me. The open wheelers of the 60's, before wide wheels and wings, looked to me to be race cars of the purest form. It's amazing how much they developed during that decade. It was a great period of change and Lotus was at the forefront.

Perhaps it was the big 50 that brought it all to a head but around a year ago, I thought it was time to start looking for a race car. The Formula Junior category looked to be the one to go for, as it had the cars I liked and they were fast but not too fast. It looked like "gentlemen's racing" not tin top, seat of the pants stuff. Also, when I'd last looked, which was about 10 years ago, you could pick up a good one for around \$25-\$35K. Unless of course it was a Lotus or a Lola that traditionally, cost much more. The only problem was that it seemed everyone had the same idea and the Juniors had become very desirable. A front-engined jalopy will now fetch \$45K and the rest are \$70K+. I





already have an S2 Elise, so these prices were too much for me to bear. I then discovered that Formula Fords were cheaper, inexpensive (compared to most other race cars) to maintain and the very early ones of 67 and 68, were the right shape.

I looked at a few cars here, but Formula Ford in Australia did not start till the late 60's and by then, the benefits of down force were well understood and the cars were all more wedge-shaped than the cigar I was looking for. I finally decided on the Lotus 51. Many were sold into the US and it was really a Lotus 22 with wider wheels and a simple Ford 1600 cross flow motor coupled with a Hewland gearbox. Same chassis, suspension etc but maybe a slightly longer nose. These days, most Lotus 51's sold in the US were around the early \$20K mark and were in pretty good shape. Basically I was looking for a 22, but for about a quarter of the price, and ultimately, the early Formula Fords often end up on the same grid as the juniors.

I looked at several till I found one in Woodside California, just south of San Francisco. The seller, also a Paul, had been a race car engineer for most of his life. He currently raced a Bug Eyed Sprite and had just sold a Detomaso

Pantera. He also had in bits, a Geoff Brabham Lola CanAm beast. Paul had rebuilt many cars over the years including one of those beautiful P3 Ferraris. He had bought the 51 in the late 80's, as a near concours car and proceeded to make it better. He raced it a few times until one race where he came around a corner to find a yellow flag and a car right in front of him, which he hit. Luckily for him, he almost had enough brakes, and the only damage was to the front nose. He bought a brand new body and then the car sat for 20 years. He had pulled the motor down and checked everything out for sale and all was good. We agreed on a price and that he would send the car in running condition with no major issues. Paul would not part with the car, till in his mind, it was ready. He kept finding more jobs to do. A brilliant guy!! He refurbished and replaced master cylinders, pulled down the gearbox, put in a new fuel cell, a new battery etc, etc. All I had to do was paint the body, put on new tyres and a harness. After about three months he said it was ready to go. A mate who runs a Brisbane customs freight forwarding firm, convinced me to truck the car from San Francisco down to Long Beach, California where it would be put in a container, with three other cars that he already had lined up.





Now that the car was mine and in transit, the first thing I did was notify the Lotus Formula Ford Register that I was the new owner. They were able to go back to the Lotus dispatch records and let me know the 51 was delivered to Lotus East in 1968 and the car was British Racing Green. I've since discovered that Lotus East was the New York state Lotus dealership and was very active in Formula Ford, Formula B and C racing. The principal was a Fred Stevensen, who had some success in racing in the early years in Formula C (I think), with Cosworth 1500 twin cam Lotus 22's and later Lotus 69's in Formula B and Formula Ford. He must be in his 80's now and has a great website. I made contact with him and unfortunately, he could not remember my 51. He said, like Australia, Formula Ford did not take off till the late 60's in the US and many of the 51's had Ford or Alfa Twin Cams installed and raced in Formula B. I have history from mid 70's from Paul but there is a gap that may never be filled.

AM 146 turned up in Brisbane in early August (see photo) – it had a massive Pontiac sitting precariously above it on a makeshift wooden structure that did the job. We rolled the car out and added fuel, jump-started the battery and it started immediately. Very exciting, especially given that this had been 30 years coming. The body, still in primer, was no show pony but the rest of the car was immaculate just as Paul had promised.

I got into the body quickly with some glass repairs, filler, primer and a lot of elbow grease to get it ready for paint. The car is now painted BRG of course and I had to add the yellow stripe. It is now with Greg Bray for a final check over. I have to say, having never seen a 51 before, except photos on the net, it is just beautiful. Unfortunately, there is no local sprint or track event left this year. So I will have to wait till next year to get it out for a run. As I see it, one of two variables could happen from here. Firstly, on tracking the car, I scare the sh#t out of myself and put it away for 20 years or I have an absolute ball and the 30 year wait will have been worthwhile. I'm hoping it's the latter.



At the end of Part Two I intended this journey to end with Part Three.....some hopes, my voyage of discovery began when I took the new cotton braided loom from its pristine packaging.

September 11th came, as did September 12th.....Have you ever purchased a new wiring loom at great expense for your pride and joy and then discovered that an easy job turns into an impossible job? 1073 had been rewired at some point in the past, probably more than once, and the loom removed from the car consisted mainly of "solid" wire colours having nothing in common with the Series 2 Elite Manual wiring diagram from which all Elite owners are forced to work, and sections of wires which came to an abrupt end within the tape wrapped loom....A full rewire using incorrect wire colours and then a partial rewire being the best bet.

Lotus Cars did not publish a Series 1 Manual before the announcement of the Series 2 Elite, and as would be expected of Colin and his team, he didn't bother with the earlier model as soon as they began building the later (cheaper) cars.

Peter Murray (1049) and I therefore come across differences which have been on our early Elites since they arrived in Australia, which "The Elite Experts" deny as being original - "somebody must have fitted that locally at some point" being the normal response.

Despite photographic evidence showing that is not the case, we struggle from time to time to find the correct component, or the original source vehicle, because most of the publications deal with the Series 2, with occasional reference to potential Series 1 differences.

To the new loom.....a number of the wiring exits from my expensive new cotton braided loom have wires for components not "apparently" fitted to Series 1 bodies, and is missing exits where I do have electrical components mounted on the



ELITE 1073 REBUILD PART 3.

**What was planned to be the
final road to roadworthiness!**

By Roger Morgan





body. It's clear that Lotus, or someone else, has relocated or removed various relays and switches and added componentry at the model change, but what the S*** did they actually do? The wiring diagram is some help, but my new loom colours "as per original specification" doesn't match a single colour on the "loom" distributed across 1073.

It's now the 24th of September and with one exception, where I have wires for 2 horns and possible relay, with 1073 having one non-original horn and no relay in the car on strip down, I am close to understanding what most wires in the loom are actually expected to achieve.

All I have to do now is connect the new loom to the instruments on the dash and get on with the build. Did I mention the new loom

finishes short of the front and rear lighting locations? The manufacturer of the new loom assuming all that corner wiring sections would still be in place. An email to the supplier (but not the manufacturer) who is normally very good, brings a "Another purchaser has pointed out the loom finishes short and has a few errors which he has promised to document....."

A few days later I have in my hands metres of wire in 9 colourways from which to make up the missing loom sections, and I am ready for my first electrical experiments.

It's now the 20th of October and I have still to install the loom, but I am now certain I understand the existing and new loom connections. This has been an unexpected, lengthy task. I have found a pair of "Lucas" Windtone horns



and appropriate relay, located the correct front sidelights (hoorah for Ebay and Peter Murray), and this morning I finally confirmed in my own mind which of the five connectors on the loom exit connect to the 6 possible connections on the wiper motor. I have not been standing still whilst pondering all my electrical challenges – I have stripped the dash of instruments, had an additional hole in the dash TIG welded, and painted the appropriate Jaguar Silver Grey Metallic and started to overhaul a pair of SU carbs. Time has not been wasted, but progress has been much slower than I expected.

Towards the end of October it occurred to me that during a past repair job "someone", other than Lotus, has moved various componentry, the brake pressure sensor being a

prime example. On 1073 this resides on the internal front wall of the engine compartment near the top of the radiator.....On every other car I have inspected (recently!) it is located under the brake master cylinder on the rear wall of the engine compartment – that's why the loom doesn't match...I can imagine after the Lakeside crash "someone" picking up one of the identical 3 way brake line unions and fitting it beneath the master cylinder, and then later realising they had another with two wires which should have been fitted in that location. No worries...fit the brake pressure sensor somewhere else.

The dash goes in finally on the 4th of November without damage to the loom or paintwork and finally I am connecting wires: the fuse box, voltage regulator, horns, and fan shroud and wiring are in within a couple of days then looking carefully at the windscreen wiper motor I can see frayed wires on the motor side of the 5 way connector. Dare not fit it without a stripdown – you probably know that Lucas shipped a box of smoke with every replacement part, such that the next fire would have enough smoke to scare any owner. A stripdown confirms my worst fears, the internal wires are beyond brittle, one carbon brush is held against the armature by a bent pin, and it's obvious I am not the first to visit the internals of this Lucas DR 3 wiper motor.

Many hours, my wife would say days later, I have lots of photographic evidence and I am pretty certain I can tie the internal wiring of the motor back through the 5 way block and beyond to the dash, but where can I get a new motor, or a rewire and overhaul? The Lotus Manual is very helpful here – it advises the motor as a Lucas DS3, but two phone calls later I now understand there are dozens of DS3 models.....eventually. I find a friendly supplier with a 1962 Lucas Parts Manual, he confirms my DS3 isn't the listed model for the Elite, but that many of the variants were very similar, and he can overhaul the unit and if necessary adjust the motor to Elite specification. The motor is now on its way, almost, to FNQ for inspection and repair.

Onward to the front and rear lights...The Elite's tiny sidelights had been removed and



the appropriate apertures filled in with vinyl resin. I have carefully remade this area of the front quarters and have new sidelights installed, but of course I discovered today, the 16th of November that the indicators had been "subtly" altered by Heath Robinson and crew to act as both sidelights and indicators, and the bulb holders are now unusable for just a single filament bulb.....Another email to Holden Vintage in the UK to check on price and availability.

I now need to wait for the return of the wiper motor from Queensland, a mechanical generator mounted tacho drive, and exhaust manifold from the USA; the bits I shall order from the UK and I will be on my way again.....In the meantime I can get on with the rear light clusters – I have bought new units, but a quick examination this morning confirms they aren't exactly as the Elite. They don't have Earth connectors, out with the soldering iron today to put that right. Nothing is going on the car without an Earth, particularly since the Elite has a single 35amp fuse for the whole car.....By the time you know you have a burned out wire you normally have a burned out car..

Sadly, this means there will be a Part Four, and I apologise for that.....but the learning experience, particularly for a "Retiree" previously incompetent with amps, volts and wiring, have been worth the effort to date, and I have no doubt I will look back on the months as my wife did on pregnancy and childbirth.

2012 will bring a fully restored Elite back to life and we shall have fun together. My wife and I and 1073...What a threesome!



Fur Elise warbled its way rudely into my muddled consciousness. Not a particularly impressive rendition either, technically proficient enough to be sure, but forced, squawky and ultimately unsatisfying in the way that only a mobile phone employed as an alarm can truly muster.

"Sod it" I thought "How is it possible, that it's six thirty Sunday morning" warble warble...

Last to arrive at our meeting place... again, I joined the large contingent already assembled in the undercover parking behind the Gap Maccas. Among the usual crowd of Elises it was great to see CJ had joined us in his quite tidy series IV Elan, which



Round the Dam

By Cameron Campbell-Brown



mysteriously had an M badge on it. Col and Robyn had their more traditionally badged Elan out for the morning. Wade and Aston in the Esprit with the Sevens' flag surprisingly only being flown by the Murphys and Wilsons, perhaps the impending heat kept the rest at home.

Garry had prepared a great set of notes for the run, at least I assume they were great, they certainly included a map. In all honesty I paid them scant attention, so well did the "look after the person behind you" method of not losing other members work.

The usual compliment of mad cyclists, motorcyclists (but I repeat myself) and blue Commodores conspired to ensure that speeds for the run from The Gap to the top of the mountain were kept well within sensible and legal bounds.

I for one was much relieved to reach our first stop at the top of the mountain. Not that I was sick of the driving; winding, and interesting roads, shaded as they were from the already hot sun, are hard to tire of. My hankering for the stop arose from there being far too much blood in my caffeine stream, and the café offered a timely remedy.



Moving on, we dropped down the back of the mountain, between the two of the dams which supply most of Brisbane's drinking and still water for our water skiing enthusiasts. Drinking my glass of water as I write this has me wondering how many outboards it has cooled before making it to me... hmm

As we dropped down onto the lower ground around the dams, the road condition deteriorated a little, evidence a plenty of the damage done by the flooding the area experienced almost twelve months ago. Still the road work was ongoing, I'm sure it's only a matter of time before they are back to being far better than you'd find in a similar area in a Southern State.

Soon after turning to the east on the D'aguiar Highway through Kilcoy, we deviated back to the South onto the Neurum Road, a well-worn, narrow piece of tarmac winding its way roughly parallel to the D'aguiar but in a much more interesting fashion. It was through this section, just after crossing a small bridge over the Stanley River, that a rear wheel bearing in Col's Elan cried 'enough'. A number of us stopped to render what little assistance we could, and a little ribbing naturally. Col elected to call for assistance in the form of a flatbed rather than risk the 10 or so kilometers back to Woodford, where the remainder of the group had pulled in for a cool drink.

The trip plan called for the return via Mount Mee, a well-known, lovely piece of road which follows the ridge from Campbell's Pocket back to Dayboro, but given the heat of the day and onset of sunburn, most elected to head back home via the highway.



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Painting donated by artist Matthew Keeler...Damon at Interlagos 1996...made £2650.



AN EVENING WITH DAMON HILL OBE

Silverstone October 15th 2011

By Michael Hipperson



Following on from a very successful evening with Jackie Oliver in April I was fortunate to convince Damon Hill to do the same!

Our compère was once again respected journalist Alan Henry the author of several books on Damon and Williams F1.

Damon's teenage years were difficult. He lost his dad Graham in an air accident when he was 15 and his rise through the lower ranks of motorsport was not mercurial, as has been the case with many world champions. There was no family money... the family's finances were wiped out after it transpired his Dad was not insured for night flying.

His racing career started (successfully) with motorcycles in 1983, then Formula Ford, Formula Three and in 1989 the F1 feeder series Formula 3000.

His big break came in 1992 as test driver for Williams.

He replaced Patrese in the team the following year and scored his first GP win (of 22) in Hungary in 1993.



Damon with journalist Alan Henry.



Michael, Ben, Daisy and Holly Hipperson presenting Damon with a photo taken at Suzuka 1996 with his wife Georgie, (the world championship day!). All those present at the evening signed the mount secretly! He was very touched.



The next year, Senna's death promoted him to team leader. He became World Champion at Suzuka in 1996.

Unbelievably for 1997 he was dumped by Williams. He found out reading Autosport that the German Frenzen had moved in! Short on options he took \$6,000,000 to drive for the lowly Arrows team.

His final F1 year, 1998, was spent at Jordan...giving them their first GP win.

On retirement he moved to Ireland where, during the property boom, made a stack of money.

Back to Surrey in 2007 where he bought a £7 million dwelling as befits a World Champ!

He was probed during the evening about the 'messianic' Senna, his 'nemesis' Michael Schumacher, and the mindset of Lewis Hamilton.

He was courteous and answered some difficult questions!

Our auction raised an unbelievable £11,600 for Damon's charity, 'halow'. Our auctioneer Perry 'Stig' McCarthy was a revelation. Perry had a very short F1 career with the Andrea Moda team upon which he based his best seller 'Flat Out & Flat Broke'.

The British Racing Driver's Clubhouse is a wonderful venue and added to the evening's great success.

How do I follow this?



Fantastic auctioneer ex racer Perry McCarthy... the original STIG on Top Gear.





NOOSA HILL CLIMB

12th and 13th November, 2011.

Photos by Colleen Conway

Well there you go! The Hill has been run and won, and didn't we all have a ball!

Allan Conway, Greg Bray, Jason McGarry and Dick Reynolds competed on the week-end with varying levels of success.

Allan, best time: 82.19, Greg: 64.27, Jason: 66.91 and Dick: 70.67.

Last year Allan: 79.02, Greg: 65.03, Jason: not there! and Dick: 70.34

The track record was broken some three times on Sunday afternoon, with Allan McConnell finally lowering it to 52.08. Last year's fastest was 53.99 by Warwick Hutchinson.





Unfortunately John Barram had to pull out, but certainly would have lowered his previous years time of 69.39.

The weather was hot and devoid of any precipitation (that's rain you Elise drivers!) – thank goodness! The fast track obviously contributed to the number of "offs", mechanical failures and all, which also meant we only got 7 runs. (9 last year.)

There were 2 additional Lotii, both Elise, and both pretty quick. Moves afoot to get them to the next meeting.

This is a great event, and could have been all the more exciting with a better roll up, but you does what you wants in the end!

I'll be back next year, endeavouring to catch McGarry's rocket, which will probably have grown horns and a BDA by then, and the rest, well let's hope so.

Bye y'all

