


Gippsland Gallivant
October 19 & 20th
Entry forms inside



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF • LOTUS CLUB VICTORIA • LOTUS CLUB QUEENSLAND

FEATURES

- USA 2013 - Lotus people and places
- Storm the Bastille
- MG Noosa Hill Climb in June
- My Boat Race Career
- Run Around the Dams

2013

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COVER IMAGE:

One wickedly fast Honda powered Elise with one wickedly fast Geoff Noble in control at Morgan Park, Warwick, Qld. (Photo G. Wade)



LOTUS & Clubman Notes

By George! the Poms are certainly taking all the headlines this month! With a royal baby (or was Phillip Adams right when he suggested it was in fact the long awaited messiah? From the amount of media coverage he might well be forgiven for thinking so). And what a great month July was for world-class sport! Whilst it is all on the other side of the world all insomniacs must love the choice of late night TV at this time of the year. With 'Le Tour' finishing after 3 weeks of stunning travelogue crossed with some push bike riding, Wimbledon, The British Open golf, a couple of interesting Grand Prix, Goodwood Festival of Speed and of course The Ashes. We have been spoilt for choice. What a pity the poms are winning everything going!

The other advantage of all of this sport is that it helps to take our minds off the cold weather here and the even colder goings on in our soap opera they call Federal Parliament in Canberra.

And on the topic of cold, my enthusiasm for a Honda powered Elise is going cold after yet another trip home from the track with it on the back of a truck. It seems that 2013 is destined to be one to forget with my last 3 track days all ending very expensively and leaving me without a Lotus in my garage for weeks on end. After more than 10 years of track events I have had more mishaps this year than all the rest combined! They have all been of my doing so I have no one to blame but it certainly takes the shine off a few hot laps on a Sunday. One of the most frustrating side effects is that after managing to get an entry in the much sought after Philip Island 6hr Relay my role will be relegated to being a goffa in the pits for the others having fun on the track.

Well on to more enjoyable topics! This month in Lotus Notes we are doing something a bit different with a great feature article about boat racing instead of cars, brought to us by a past Lotus owner from sunny Queensland. Bob Saniga's article is something that you're not likely to find by simply wandering around the www in your spare time. Thanks Bob for the many hours that went into putting it together.

And as a follow up to the article last month about the milestone of Caterham turning 40 they launched their most hardcore road-going Seven ever at the 2013 Goodwood motor show. Called the 620R, the new range-topper develops 310bhp, and will hit 60mph in 2.79sec. And for those of us who love our 'sevens' check out the latest new book of their history — *The Magnificent 7: The enthusiast's guide to all models of Lotus and Caterham Seven, from 1957 to the present day*, (3rd Edition), by Chris Rees. You shouldn't have too much trouble finding it on the www.

CKJ 111

President's pleasantries

By CRAIG CHALMERS, President, LCV

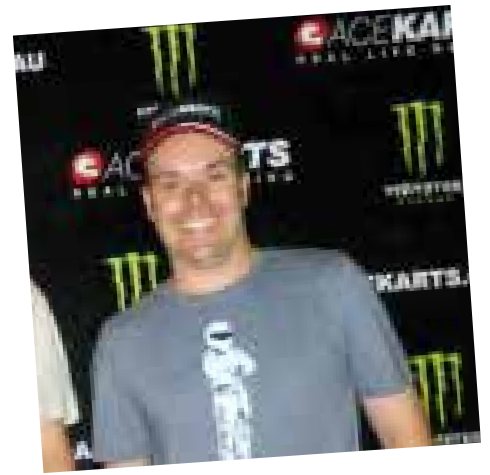
It's amazing how it seems like only last week that I was writing my monthly blurb for the Lotus magazine. Looking back at last month's magazine it was good to hear from many of our motorsport brethren in both Queensland and Victoria. Obviously it must be the flavour of the moment with Webber's retirement inspiring a few members to pursue the dream now that a seat has opened up in the F1 circus. From Mark O'Connor's article last month on his F1 test drive, it certainly seems like he has the front running of the Lotus club members.

Specifically for LCV members we have the Phillip Island 6 hour relay coming up at the start of August (or likely done by the time you read this) and given that our resident editor Cris Johansen is team co-ordinator, I am looking forward to a detailed write-up in the next magazine. Hopefully the weather gods are smiling for the event running around a great circuit in the winter months. As well as the Phillip Island 6 hour we the Zagame Lotus track day and the opportunity to 'test' drive of the latest Lotus offerings around Sandown as well as the final two rounds of the LCV championship. These events are being run at Rob Roy with the MG car club interclub challenge at the start of September and the final event being the MSCA sprint at Winton in early November. Interspersed between these events is another 6 hour relay at Winton with the Alfa Romeo Owners Club in October. To top it off there is also the MSCA sprint at Sandown in October, so if you can't find enough of an

opportunity to get your motorsport fix in those events you really are difficult to please.

For those not fixated on motorsport (or even those who are) our next two club nights are checking out 'blokes sheds' and some special car collections which we would often have access to. Andre Cezanne has kindly agreed to show his exotic car collection in his shed and Paul Halstead has agreed to show us some of his special engineering marvels including the Giacotollo and his custom built and engineered modern Monaro. These opportunities don't come around often so I'd make sure you put them in your calendar now and don't miss out.

For those leaning towards a slightly more relaxed pace than full speed on the track, the traditional August EMR over the Reefton Spur and surrounds looks like being very scenic especially so if the recent cold conditions and snow remain about. Of course this time of year is also planning for our weekend away. Similar to the event run last year, Kyran Meldrum and assistants have kindly put together an 'extended EMR' drive around the Gippsland area. The 'Gippsland Gallivant' on October 19/20 does not include the competitive nature and questions of the previous goldfields format, but will include a provided map for following the twisties as well as a special Saturday night guest providing the entertainment for the Lotus attendees. Any interstate attendees are also very welcome as Clive and Gloria I'm sure will attest after attending last year's event.



Also as a very special opportunity, we have managed to arrange a guest speaker evening from one of our more famous members being Tony Wheeler of Lonely Planet travel fame. As well as founding the company and starring in his travel TV show, Tony also has found time for motoring adventures and a lifetime of experiences which he has kindly agreed to share with us at our October club night at the Jag/Healy club rooms on the different night of Wednesday 23rd October. So rearrange your calendar and tell anyone who doesn't normally read the magazine of this special evening and book the night out now.

Wow, a quick high level preview and I haven't even touched on the recent restaurant night or the EMR. You'll have to read those wrap ups inside.

For once it appears as though I may have to keep a weekend or perhaps two clear in September, as finally it looks as though my beloved Tigers will be there in finals action. Although as I write these words I can almost sense the feeling of dread of some calamitous event coming to destroy the season and dash we long-suffering supporters hopes yet again.

There certainly is a lot on and there is plenty coming up, so as well as a warm welcome to our new members, I hope to see you all out and about at some of those exciting events that pique your interest.

In the meantime, travel fast and travel safe,



Craig

WELCOME NEW LCV MEMBERS:

Matthew Chan [2008 Exige S Cup 240]
Ben Styles [2005 Exige]
Scott Davis [2011 Elise Club Racer]
Dexter Reynolds [2001 Elise S2]
Fintan McLoughlin [2003 Elfin Clubman]

LCV Club Night

TUESDAY 13 AUGUST – 7.00 pm

Andre Cezanne's Garage
Food provided from 7:00
Club night starts 7:30

Details: Craig Chalmers 0412 983 818

President's prologue

By **DICK REYNOLDS, President, LCQ**

It's official. The only response to my request for names to a group of Caterhams was "a magnificence of Sevens" so that's it. Wasn't that a movie or something?

The DTC is on this Sunday. I just got the entry list from Daryl Wilson. 35 cars! That makes for a well attended event. Can't tell you how happy I am he's back. It was challenging running the last one, and Daryl seems much better equipped than I. Welcome back Daryl.

I'm not surprised a few turn up for these. It really is a great deal of fun, without all the fear and angst of serious track sprints. Mind you, it can still get the juices flowing.

Jon Young and I competed at the MG Noosa Hill Climb a couple of weeks ago, and I'm still quivering over the excitement. Careening through the final esses, millimetres off the concrete blocks, "flat stick" trying to better a previous time makes for pretty exciting stuff. I'm sure Jon would agree. He has an article here on that event, well worth a read if I know Jon. Mind you, I am still trying to work out his Schrodingers Cat thing!

We haven't had a run up Mt Glorious recently, except for the one mentioned in Jon's article. I had mentioned that we tend to mix with other like minded souls whilst up Mt Glorious. Well this month it wasn't necessary as they have decided to enter the DTC instead. Quite a few "ring ins" and some rather serious competition I suspect – rumours a certain Datto 1600 has 330hp. Now we don't see that many horses mentioned in our mag often! Perhaps that's because the Lotus breed is thorough, and doesn't require all those rather uncouth kilowatts! The times will tell.

It's now Monday and the DTC has been run. Brilliant day! Hopefully we can cadge an article from someone. And once again, thank you Daryl.

The last LCQ meeting at Shannons was an interesting one. I think we had fewer starters than any time in the last few years. Did we have a quorum – who cares! In the end we kicked the meeting off about 20 minutes late

waiting for more starters, and proceeded to have a ball. Not sure a lot of stuff was resolved, but we certainly had a laugh or two. So come on guys, roll up and have some fun!

I guess we can forgive Tony Galletly though. He's in Europe enjoying Le Mans, Goodwood, and all the usual Lotus 11 haunts. 700 photo's in 48 hours I'm told – think we may get a magazine article out of this one!

Shane Murphy, our much appreciated Secretary of LCQ just forwarded our August new member list.

It includes a young chap from Richmond in Surrey called Colin, or Anthony Bruce or something and another guy who drives for him sometimes called Jim – ohhhh!, OK that's a lie, but I'm sure we'll have a new member eventually this month!

I've had a few calls from people wanting to import cars from the UK. It seems they are after a Lotus at the right price, and why not? It begs the question – why so many calls now? Obvious really, just because the economy is a bit precious doesn't mean you can't aspire to owning one of the best cars on the planet! I passed the inquires on to various experts, and hope they arrived at some sort of resolution.

Having said that, we really must make sure that cars for sale are out there being promoted.

That's ya lot for this month. (Peter Cundall, I think!)

See you on the road somewhere.



Dick

Ps. Where did "flat stick" originate?

LCQ Monthly Meeting

TUESDAY 6 AUGUST – 7.30 pm

Shannons Insurance
5b/305 Montague Road West End
Qld, 4101 Australia



Here's a couple of shots to get you Baby Boomers all misty eyed.

Seen parked at the Noosa Hill Climb. It was immaculate!



Jon Young in his natural habitat



This is a Europa Longreach/Maloo. I really loved that old shirt!



2013

LOTUS 2013 CALENDER OF EVENTS

AUGUST	VICTORIA	QUEENSLAND
Weekend of 3rd & 4th	LCV Phillip Island 6 Hr Regularity Relay Contact: Cris Johansen 0411 733 637	Round 3 Old Super Sprint B Series Morgan Park, Warwick
Tuesday 6th		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Monday 12th	Zagame Track Day – contact Tracey @ Zagame 9270 7000	
Tuesday 13th	LCV Club Night – Andre Cezanne’s Garage – Food provided from 7:00, club night 7:30. Address as per John King email or for details contact Craig Chalmers 0412 983 818	
Wednesday 14th		Show day Public Holiday – Mid Week run Champion required
Sunday 18th	MSCA Round 8 – Winton refer www.msca.net.au for details	
	LCV EMR – Reefton Run – Assemble at Pane Di Fiore Bakery, Oakview Blvd, Narre Warren North Mel 108 G6, 8:30 for 9:00 departure. Lunch is at Toolangi Tavern Contact Craig Chalmers 0412 983 818	
Sunday 25th		Drive & lunch – Drive to Maleny hosted by Mike & Angela Moore. Start location Samford Lead driver required
SEPTEMBER	VICTORIA	QUEENSLAND
Sunday 1st	MGCC/LCV Rob Roy Hill Climb – LCV Championship Round 4 – See website for entry form	
Tuesday 3rd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Sunday 8th		Lakeside Driver Training Centre – Timed laps Lakeside Raceway. Contact Daryl Wilson 0419 791 326
Tuesday 10th	LCV Club Night – Paul Halstead Car Collection Factory 4/4 Norwest Ave, Laverton North 7:30pm Contact Craig Chalmers 0412 983 818	
Saturday 14th & Sunday 15th		Mt. Cotton Hill Climb – Round 3 1753 to 1799 Mt Cotton Road, Mt Cotton
Sunday 15th	LCV EMR – TBA Steve Miller 0404 090 136	EMR – Start at McDonald’s, The Gap, at 7.30am Contact Dick Reynolds 0419 791 326
Thursday 19th		Gear Day
Queensland Raceway		Lakeside Driver Training Centre – Timed laps Lakeside Raceway
Saturday 21st & Sunday 22nd		Round 4 Old Super Sprint B Series Morgan Park, Warwick
Sunday 22nd		All British Day Tennyson
Sunday 29th		Social Run TBA
OCTOBER	VICTORIA	QUEENSLAND
Saturday 19th & Sunday 20th	Gippsland Gallivant – The weekend replacement of the previous Goldfields tour. See flyer for details.	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



JULY THAI NIGHT

by Venus Lane

On a cold but clear Tuesday night, the Lotus Car Club (VIC) had the first ever half-year dinner at the Thai restaurant organised by Marg and Peter McConnell, who were currently enjoying (we hope) their overseas holiday, and weren't able to join us. It was a busy night considering it was a Tuesday, and the parking was just along the road where JDK's Porsche was spotted straight-away across the street called King Street. (Coincidence?) We didn't spot any Lotus cars though, as they are not the daily drivers. The restaurant was called the Bangkok Terrace, located at 415 Riversdale Road Hawthorn East, so when I went to check-in using my Facebook page, a friend of mine back home thought I was in Thailand and she wanted to see me, hoping that my next destination is Manila. Unfortunately for her, I wasn't anywhere near the real Thailand. But anyway, speaking of meeting, it was so nice to see everyone and catch-up again on the night. About 30 members were in attendance and enjoyed the taste of traditional Thai cuisine which started with some freshly shucked oysters and crispy crumbed prawn sticks with green rice flakes. The mains included 3 lovely dishes, and of course the Thai Green Chicken curry was one not to miss. There was a minor language problem with explaining that we had three vegetarians, but ultimately it was sorted out and, to the best of our knowledge, they were well fed*. As it was a BYO, everyone seemed to have enjoyed their personal wine pick of the night, but a couple from our table settled on a fresh coconut juice that made some of us jealous because we didn't try it. (They also gave in on their best intentions when they were offered the opportunity to share in Bill's bottle!!). Well before the dinner came to its finale, John King brought a bottle of French Champagne that was presented as a Raffle Prize, and was won, very happily, by Annette Meldrum, who followed the example set in January and tucked it safely under her arm.

All-in-all, it was good food, good value and a lovely Thai night.

**Yes we were! Delicious! Thanks! (Jo-Anne, on behalf of the veggies.)*





USA 2013 Lotus people and places

by Daryl Wilson



After discussions with Giles Cooper (LCQ member) following his epic 2012 Surfers Paradise to Alaska USA adventure in his Lotus Elise (Elsie) my wife Moira and I got to thinking that we would like to go back to the USA. I had long wanted (read bucket list) to drive across the USA and when Giles mentioned about the Motorhome relocations he really got us thinking.

After some Googling I came across the Apollo USA site and they had a great deal to relocate a brand spanking new ex-factory Fleetwood Motorhome from Decatur Indiana to San Francisco, Los Angeles, Las Vegas or Denver at the incredible low price of US\$10.00 per day. Long story short; we booked an Apollo Motorhome pick up for the Tuesday 02 April 2013 to deliver to Los Angeles 14 days later Tuesday 16 April 2013 total cost US\$140.00. We then started to plan our itinerary around those dates and booked our flights.

Having previously had great assistance from the Golden Gate Lotus club members when we visited San Francisco in October 2010 we contacted Lotus people in New York and Chicago to ask for some help and local knowledge. Tony Vacarro a LOONY (Lotus Owners of New York) member living in Buffalo NY responded and put us in contact with Steve Rossi in New York City.

Carl Sarro (Lotus Corps Chicago II) also responded and advised he would raise our query at their next club meeting the following week. Imagine my surprise when I was quietly reading the weekend paper and the phone rang. It was Steve Styers from Chicago calling to say he has spoken to Carl Sarro and he and his wife Sally would be happy to show us around Chicago and even offered to have us stay at his house while we were there.

We found all the Lotus people incredibly helpful and we soon had our itinerary worked out, our accommodation sorted. We also booked



a Cosmos 7 day tour from New York to Niagara Falls, Philadelphia finishing in Washington. The tour was an easy way of travelling via some interesting places ie, Niagara Falls, Philadelphia to Washington and to start our independent travels.

We flew into New York via Los Angeles and met up with our tour group. The next day was part city tour and part free time before we headed out on day 2 for Niagara Falls. There we met Tony Vacarro with whom we swapped Lotus stories over an Italian dinner. Tony has owned a variety of Lotus and Caterham cars over the years and seems to do a steady trade in used Caterhams. We left Tony with a LCQ Cap, LCQ Club Patch and LCQ Car stickers. Tony gave us some Loony Lotus posters and a Lotus coffee mug. It was great to meet Tony and a good night was had by all.

We finished our tour in Washington staying on for 5 days before catching the Amtrak's train to New York and booking into our apartment near Freedom Tower. After spending the day sightseeing around the Tower and the financial district we met up with Steve and Anne Marie Rossi who took us to a great restaurant for dinner. Steve is Lotus-less at the moment, but has several other cars garaged around the city. Maybe a Lotus will be back on his shopping list soon. Our time in New York went all too quickly, but we had another very enjoyable night with Steve and Anne Marie at one of their favourite Italian restaurants near the Lolita district – see photo with Steve wearing an LCQ cap. Special thanks to Steve and Anne Marie and Tony for their help and for making our time in New York a very memorable experience.

Next we trained it to Boston for a few days and then flew to Chicago. Steve and Sally Styers met us at Chicago's O'Hare Airport and had us on the go immediately. After an initial talk and drive around some suburbs we stopped at Manny's Deli a famous eatery where the specialty is pastrami or corned beef sandwiches for lunch. Manny's has been in business for over 50 years and the sandwiches are huge and excellent – see photo of Steve munching his pastrami sandwich. After lunch Steve and Sally continued our personal tour of Chicago ending back at their house for the night. We were up early the next morning as Sally had arranged an Architectural River cruise. The tour was excellent and showcased over 50 unique Chicago buildings – we highly recommend this tour to anyone visiting Chicago. After a great day sightseeing we stopped for a Greek meal, picked up a hire car then back to Steve and Sally's for the night.

Steve is a most energetic 80 year old and a fascinating man. Among other things he is a Derby Bentley expert and was an invited to judge the Derby Bentleys at the world famous Pebble Beach Concours d'Elegance in August 2009. He has about seven cars including a Lotus Elan, a Morgan, a Derby Bentley and his daily drive is either a Chrysler PT Cruiser or a Cadillac, both with reworked suspension for better handling. His latest project is a Morris Minor utility which he is rebuilding and I am sure it will be amazing when it is finished. Steve and Sally were wonderful hosts and we cannot thank them enough for giving so generously of their time to show Moira and I around Chicago.

The next day we thanked Steve and Sally for their tremendous hospitality and assistance and with Steve leading us to the interstate we headed out of Chicago to drive down to Decatur In to pick up our Apollo Motorhome. A slight detour on the way took us to South Bend In the home of Studebaker cars to visit the Studebaker museum. The Studebaker factory buildings are no longer there, but the museum is very good and also has a lot of interesting Studebaker project cars that never got into production – well worth a visit for any car buff. Back on the road and through some Amish country to Decatur Indiana after dropping off the hire car we picked up our Fleetwood Motorhome.

Note: About four days later the Boston Marathon bombing occurred!

We had really enjoyed our time so far in the States, but we were very excited about the next two weeks driving across the USA to Los Angeles, but more of that next month, watch this space.





STORM THE BASTILLE



Assembler chez McDonalds, Doncaster East à 0900

Cum Inter Set compteur kilométrique à zéro
Kms Kms

0.0		GAUCHE du McDonalds chemin Blackburn
4.3	4.3	Au rond-point, prendre la 3ème sortie à Warrandyte (Route 42)
10.6	6.3	Au rond-point, prendre la 1ère sortie sur terrain de kangourou Road (Route 9)
16.8	6.2	Au rond-point, prendre la 3e sortie sur C728
17.9	1.1	Tourner à gauche sur l'Acacia Glen Road (Route 9)
22.0	4.1	Au rond-point, prendre la 1ère sortie sur route principale Hurstbridge (Route 46) Continuer de suivre Route 46 & traverser le rond-point dans le ruisseau de diamant déplacement vers la voie de virage à droite aux feux de circulation St. Collins,

On Sunday July 14th, Bastille Day, twenty-three of us braved the inclement weather and stormed the Bastille. Actually I think we saw more storms from on high than were seen by the Bastille. It was only a couple of days before the run that Kyran and I realised it was Bastille Day and decided to adapt the French flavour. Kyran designed the windscreen stickers and we produced the instructions above.

A couple of would-be experts, even after going back to the car to get glasses, threw up their hands in horror. We must however congratulate Kevin Neville and Barb who set off in French and, with Barb's expert guidance, reached Hogan's Café in Wallan for our Coffee Stop.

The thirteen cars on which we rode were mainly Lotus, as you would expect, and included brand new member, Matthew Chan in his black Exige S Cup. Also in the performance category was Ian Madden in his new Exige S V6. At one stage I was behind him but, after he got a break in the traffic, he remained unseen till lunch time.

The run was based on one which I had done previously and sent to Kyran to add some "wiggly" bits which I think those who experienced them would agree that he did very well. The weather forecast was not all that brilliant which meant that a few of our not-so-adventurous folks stayed at home. The run to Wallan was pretty uneventful weather-wise but we can't say the same for stage two.

We can't work out how the folks at Hogan's Café expected us to consume all the scones, jam and cream they supplied but, after we had stuffed ourselves with as many as we could handle, also considering the power to weight ratio, we left the remainder for the staff and set off in the rain for Clarkefield. I must say that I did notice Tony McConnell, our only open air motorist on the day, putting up his cover before we left.

We motored through heavy, misty rain on some lovely scenic Lotus roads around the back of Mt Macedon, past Hanging Rock to our Bastille, the Coach and Horses Inn at Clarkefield where we were greeted by both a full house and some welcome open fires. Those who were feeling the effects of our winter weather (at last) grabbed a glass of their selected turps and stood around the fire for a while until the blood started to pump through their veins again.

We then sat down to a wonderful, hearty lunch. Unfortunately, the anticipated lunchtime entertainment, a visit from their famous ghosts, did not eventuate, and we all gradually ventured off home.

My personal thanks to Kyran for his efforts in assisting with the organisation and to those who braved the elements to make this a very enjoyable outing.

We look forward to seeing you all again on our annual expedition across the Reefton Spur on August 18th.



COACH & HORSES INN

www.coachandhorseshotel.com/about.html



It all started with a flourish with the announcement of a principal of the company for whom I work, that he was coming to Queensland from Perth, to participate in one of the Adrenalin do's at Morgan Park. Casually, I mentioned that he and his partner might like to join an EMR over Mount Glorious on the day following their adrenalin rush. Needless to say, they leapt at the chance, leaving me to find like-minded individuals who wouldn't mind a passenger, and all at short notice.

Dick, our revered president, worked his magic and we ended up with 4 sevens and a couple of Exiges outside Macdonalds at the appointed hour. Thanks to all for helping me out, but I have a niggling suspicion that after several weekends of horrible weather, there were more than a few that were suffering withdrawal symptoms from a lack of spirited driving.

With the usual admonishment that we should drive only at the speed limit, but not below, and that we should swap places to avoid staring up the same exhaust pipes for the run, we set off and thoroughly enjoyed the cut and thrust, with my principal in my car and his partner in an Exige.

A pleasant coffee later, we descended into Brisbane with me leading the pack. Just before the 'Goat Track', I realized that Dick had his Kumhos on, and really wanted to give them a practice run up the hill into Nebo (best bit of the run, plenty of tight corners and short straights). Having warned my passenger, I pulled over, let Dick go, and set about trying to stay with him. Pretty much managed to as well, and the rest of the convoy were closely following.

Anyway, apart from demonstrating to our guests that Lotii and Sevens are as at home on the road

as the track, and that much amusement can be had within speed limits if one has the right road, we might have persuaded them that an Exige purchase was a better option than decorating the house. They certainly had an enjoyable weekend, though I think they might have enjoyed our less clinical approach to driving than their time at Morgan Park. (The feedback later suggested 'heart-stopping moments', and 'losing a bit of weight into the underpants' – even though we were all well behaved).

None of the above is relevant to the Noosa hillclimb, except that Dick and I used the EMR to get in a bit of practice for the event that was to take place the following weekend.

The Noosa hillclimb is a bit like the Glastonbury Festival, really held in a small village close by. "Pilton Festival" doesn't have the same ring to it somehow. Anyway, although it's called the Noosa Hillclimb, it's really in a place called Tewantin, just off the Noosa-Cooroy Road. "Tewantin Hillclimb" doesn't sound quite as glamorous. Also not so much advertised is that apart from "The Hill", traditionally held in November and arranged by the Noosa Classic Car Club, there is a hillclimb hosted by the MG Car Club mid-year.

We duly drove up the coast, I on the Friday, and Dick the next day, eschewing trailers (which neither of have anyway) and the threat of rain. Having scored a decent pit area, and discovering Steve Donka had unloaded his Elise in readiness for the Saturday practice, we retired to our respective lodgings.

The night passed slowly, as the BOM website became over-subscribed, and the RSL increased its takings over the bar. Just as predicted, rain set in, for which I roundly blame Clive Wade (see the Morgan Park article last month).

Dick and Steve were entered in the Marque Sports 1601-2000cc class, while I was in the Marque Sports up to 1600cc class. The morning broke with an officially declared wet track, and competitors tippy-toed the first run. The difficulty was that there was enough rain to spread the eucalypt droppings, but not enough to wash the road off, making grip hard to find. The rain slowly cleared and the second run was a shade drier.

The third run was the only decent run of the day, and Steve recorded a 76.91, Dick a 72.78 and I managed a 75.98. We were all mightily pleased with ourselves, especially as the rain returned and stopped proceedings for the day. At this point Dick held first of class, and Steve second. Stuningly I found myself holding a second of class as well.

And so to our lodgings to ready ourselves for the coming day. That evening I found that the RSL still employed an ex-fireman as minibus driver. He had demonstrated his driving ability the previous November, showing us that traffic calming measures held no fear for a man in a hurry. He did the same this July – maybe he should swap his bus for Lotus, he would thrash us all!!

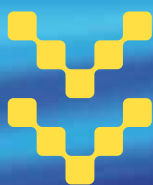
The day dawned without too many clouds in sight, though the track was still officially declared damp. Four more runs were crammed into the day, though the clouds and rain returned after the third run.

The drying track was like the parsons egg, good in parts, which led to at least two other competitors coming to grief and carrying out unauthorized bodywork modifications to their cars. The third run of the day had the best conditions, and I think the best times for all classes were recorded on this run.

With times of 68.91 for Dick, 70.82 for Steve and 72.57 for me, class positions were retained excepting that I dropped to third. Dick's run is up on youtubes "sevensrule" channel for you to enjoy. Even better is that we all hold the distinction of being quicker than the Lamborghini. A full set of times are published on the interweb site <http://www.mgccq.org.au/13/2013%20AutoBarn%20Hillclimb%20Results.pdf>

Difficult conditions, but a thoroughly enjoyable event worth every boring minute of getting there. I'm expecting that the late year Noosa Hill will attract more of our club members, and if any of our Victorian colleagues fancy a summer event in Queensland, you can probably sell "an idyllic weekend in Noosa" to your partners better than "a day at the track".

As a footnote, a new collective term for Lotii or Sevens was requested in our last magazine. If it were just Cats they could be a clowder, but maybe a magnificence of sevens delivers a true reflection of the beasts?



MY BOAT RACE CAREER

by Bob Saniga

Tracy's Speedway in Maribryngong started my interest in motor sports, when just a teenager.

Regular attendance, by pushbike, at Fisherman's Bend in particular and then Albert Park quickly followed.

I was taken by the Porsche 550 Spyder and when Reg Smith had an unfortunate accident at Bathurst near the end of Conrod, well before the introduction of the 'chicane', I think in '55 in a Porsche 356 Coupe, I later tendered for his 550, similar to (Pic.1) My 1500 pound bid was rejected. Probably safer, as at 17, I didn't have a license.



I believe it's the only genuine 550 in Oz and currently owned by Lindsay Fox. Stirling Moss drove it in the N.Z. G.P. back in '53 (?) and then it entered the '54 (?) Aust G.P. at Albert Park when Stan Jones blasted off the line, skidded and hit a tree. (The pic above is a replica car only.)

Who could forget the excitement of the Melbourne Grand Prix and T.T. in the Olympics year and the magnificent four wheel drifts by Moss and Behra in the 250F Maserati's, coming around the Golf Links Curve. Nothing like these nouvo mickey mouse cars skidding around corners with opposite lock! What about Derek Jolly in the beautiful Decca Special. The 2 Maserati 300s', D" type Jag or the Ferraris of Kevin Neal and Lex Davidson. Or the next year when Stirling Moss still won the Aust G.P. in the Walker Coventry Climax despite having a bad cooling system leak. Or Bob Jane trying to change gears in the 300s @ Fishermans Bend. It gave a new meaning to "Crash Gearbox".

All great stuff.

I started my working life as a fitter and turner. After finishing my Apprenticeship and move to Heathmont, one of my team mates in the football club was planning to build a Holden powered Plywood Runabout.

Stan Jones (NO. Not Alan's dad) heard that I was a fitter and turner and needed some one to fabricate the hardware/running gear. So, steering, rudder, skeg, stuffing box, prop shaft and a range of various brackets and pulleys were fabricated for Mighty Mouse. Not happy enough to supply these, I also helped with the actual hull and fit out of the various items. About this time, I had ideas of trading my '57 Beetle for a 356 Coupe and getting into club events, but with the boating I found a more economical way to speed. M/Mouse only had moderate success in Handicap races, as there were a couple of quick Repco Hi-power and Waggott headed Holden Motors around.

This was when I met Jack Burns aka Rivets. It was the '59/60 season. Many week ends were spent camping at race site such as Colac, Modewarrie, Learmonth, Yarrowonga, Tallangatta and the inevitable camp fires, drinking and story telling. Rivets came up with many tales, such as "Jack was under the weather whilst driving his A/Healey from Albury to Yarrowonga. A pair of headlights appeared in the opposite direction. Jack was running hard and it seemed the headlights were doing the same as the distance between them was closing rapidly. A 'head on' looked inevitable! Just as impact was to have occurred, 2 motorbikes split and passed on either side". That one broke up the camp.

Jack also rode 'shotgun' in Franklin for Geoff Robinson. The top hollow log of the time. I was driving my first race, a handicap, with a mate sitting alongside. 3 laps down and we thought we were doing well. Suddenly, noise and spray and Franklin passed by as though we were standing.

We looked at each other, I grabbed the ignition key to restart, but of course the motor was running. The difference in speed and power was amazing.

Chasing speed, Stan bought a clinker runabout and converted into a drag boat configuration. Motor in back and driver seated directly in front of motor. Brigitte Bardot was all the rage in the late 50's so it was christened "Brigitte". Again, only moderate success. At the Tallangatta Kilos, I got to have a drive over the kilo. A Victorian Record was in our reach. Unfortunately, when trying to start up, the carbies backfired and a small fire turned into a bigger one with your truly hopping around on a hot deck, trying to put it out. Brigitte sunk from her injuries but was rebuilt and raced again. From then on she affectionately called "Bricquette".

Chasing speed again, Stan Jones built a new 'drag boat' from plans of a new design. This time the motor was a 225 c.i. Buick Alloy V8 and the boat 'Scarab'.

More success with this boat for both Stan and me. By this time in the early '60's, I was wanting more action.

In Dec.1962 at Tallangatta for the kilos, I drove it to a new Vic displacement record of 67mph.

About this time Rivets went into off-road racing and his presence at boat meets finally stopped.

Liking the look of Hydros, I bought a small 3 pointer hull and trailer from Col Winton and then after the '62/63 Regattas on Boxing Day and New Years Day, promptly moved to Sydney where I rented a garage to house "Wild One". This was conventional, with motor mid ships and driver behind.

At Easter I retrieved the boat and started some minor repairs, bought a Ford 105E engine and had Merv Waggott Eng. do the modifications to the head, balancing, cam grinding etc and finally dyno testing. Had many wins with this hydro, but while running strongly in a NSW Championship the skeg let go and the prop and shaft made a mess of the bottom. As the hull was almost totaled, I decided to scrap it and bought a lighter slightly larger 'Cab Over' hull. The driver is up front with motor behind to balance it all.

I set it up with no seat and drove it from a kneeling position whilst using an Outboard throttle. This allowed me to hang over the deck when cornering, then hide behind the aero screen for less wind resistance, down the straights. I named this hydro 'Havoc'.

Many successes came in Sydney and after I returned to Melbourne at Xmas 1964, the successes continued.

Something changed the boat scene whilst I was still in Sydney. A legend of boat racing in Australia, Ernie Nunn, returned from N.Z. in 1963 after winning back the E. C. Griffith Cup from the Kiwis with his V12 Ferrari powered Hydro 'Wasp'. This Cup, first run in 1910, was, and still is, an unlimited, unrestricted Australasian championship. Unlimited power and any type of Hull with propeller drive. The Cup was run in 1964 at Kogarah Bay. Several Victorian entries came. One was "Stampede", a 23 ft cab over monster, with a V12 Rolls Royce Merlin S/charged Engine. 1650 C.I. or 27 litres. With Stampede you could carry a 'mechanic or shotgun'. Unfortunately, it wasn't running well due to carburetor problems, but when it got fuel it showed potential. The race was eventually won by Victorian, Alan Fordham's 'Venus' powered by a hot Chev V8. In spite of the problem, Stampede placed third.

During my time in NSW, Stan Jones built a hydro and took the Buick V8 out of Scarab and fitted it to 'Hot Cookie'. I had several drives of this boat and liked the extra power and speed. However it was very light and meant it danced on the chop and the driver needed a seatbelt or run the risk of being thrown out.

The winner of the Griffith Cup has the right to defend the Cup at a venue of his choice which is generally his Club course, if it is suitable. So the 1965 Cup was run at Eppalock. Stan Jones entered Hot Cookie and as they neared the start line in his heat and hit the go pedal, the nose dropped into a hole and landed upside down with Jones trapped for over a minute before he became re-orientated and undid the belt. Stan said that he was trying to do it up until he calmed down and saw the problem.

In '65 I altered the set up of Havoc back to the conventional style of motor up front and seat behind. In late 1966 I sold Havoc and crewed for Hot Cookie until it was retired.

A decision was made by Stan and me in 1966 to buy Stampede. Engines were scarce and how do you tune and maintain them? After some searching, we found engines and an ex RAAF Merlin Mechanic to show us the ropes. Alan Fordham came to the rescue with space to work on Stampede. The Hull needed some TLC. It was stripped bare checked and repaired and reassembled. Clem Anderson showed us what and how to look after the Merlin. Our first race meeting was the Victorian Championships at

Eppalock. Because we both wanted to drive, we settled who was to drive first and then alternate, with a coin. So the old saying "heads I win, tails you lose" was employed and I drove first and Stan rode shotgun.

Won heat 1 in a breeze. Lost oil pressure in heat 2 before the start because the scavenge return line heated up in H1 and had cooled down and kinked causing the engine to fill up with oil, pressurize and blow seals etc.

As Clem worked, I was between jobs and another meeting bearing down on us, I took on the task of removing both heads, fitting new seals and reassembling all the overhead gear, careful the bevel gears were correctly positioned for timing. Clem did the final tappet adjustments and checked the Magnetos/Timing. All OK. By this Clem liked the scene so much he stayed another 20 years working on Merlin's in 5 boats.

Paynesville races attracted several interstate competitors, one of which was 'Jawar', a hot displacement skiff. Flag dropped, Stan missed the start but we were second at the first buoy and he promptly ran over the back of Jawar and her driver and launched us into the air causing a flip. We were both free and ok, as was Jawar's pilot. Stampede actually hit me, as my helmet showed the impact. No damage to me but the motor sucked up rubbish and was ruined. Hull was undamaged. Another motor fitted and off to the next meeting. Although the setup had 2 seats, we decided no more shotgun riders in races. For the Eppalock Gold Cup warm-up session I took a mate for a spin. Down the back straight, the Casale V drive let go. We're out again. The transfer case and gears was completely shot.

Alan Gill's (Gillflyte Boats) father was a design engineer at GMH and he designed a replacement V-drive. I arranged materials and machining and lo and behold when assembly time came around, the parts; to put it mildly; wouldn't go together! Talk about embarrassment. For you engineers, if the included angle is 7 deg. Each bevel is 3.5 deg. Poor old Gilly halved it twice. We overcame the error by altering the bearing housings, which were welded to the 2 end plates, and re-machining them to suit straight cut gears. This meant that there was no way the V-drive could fit the original position. Why? If the prop shaft were attached to the V-drive, the supercharger would stop the engine from aligning to the input shaft of the V-drive. So we refitted the engine, moved the V-drive forward, lengthened the prop shaft and fitted a "huge tail-shaft" twist engine and the input shaft. All items connected, but did it work? Yes, until you put some power on. The bearing design was Timken Taper Rollers. Bearing failure. TWICE. Even the gear box oil was in question. At this time we changed the color scheme and added a fairing to streamline the aerodynamics (below).



Auto transmission fluid which stands higher than normal temperature was tried. Another failure! I went back to my trade days and figured that the spindle bearing set up in precision grinders never failed. The reason Timkens were failing was because the load exerted by the propeller thrust was in excess of what Timkens could withstand. Stampede weighed some 2 tons. A few calculations/measurements and I ordered Fafnir Angular contact bearings. This set up did not fail at our next trial, but the balance of the boat was all wrong now that the V-drive was further forward. Two days before Easter and the 1970 Griffith Cup, I figured that with too much weight over the propeller a rebalance was necessary. After this alteration was done, we headed off to the Kimbolton Pool on Lake Eppalock. We also took along a new record prop recently purchased from Switzerland. The final result was a win in the Griffith Cup. The last run in a clockwise direction.

With new found reliability, more wins came our way. Eppalock Gold Cup, Kimbolton Cup, Repco Hi Power Trophy, Yarrowonga 1000.

The 1971 Griffith Cup was held at the V.S.B.C. site on Derrinal Pool, Eppalock and this time a new competitor – Aggressor. Unlike 1970 where I drove in both race heats, Stan and I drove a heat each. We won the first Cup run in an anti clockwise direction. Aggressor had a cracked exhaust and retired.

1972 and the Griffith Cup went down to the wire. I won the first heat but Stan was pipped by Aggressor and we came second.

Aggressor persisted in running with a mechanic even though we tried to talk the driver out of it, after we capsized at Paynesville. They went to Hen & Chicken Bay in Sydney for a regatta and capsized after hitting a current. The mechanic was trapped by his seat belt and was rescued by divers. He survived but is quadriplegic as a result of injuries.

Stan had plans underway to build a new Stampede based on the latest American design. As I was now married a year and with a house on the horizon, I sold my share to Stan. The new Stampede was 29ft long with conventional set up of driver behind engine. The gearbox was modified into a ZED pattern and straight cut gears fitted. The unit was finished and successfully tested a week before the 1973 Griffith Cup, using one of three new forged 3 blade props cast at Govt Aircraft Factory and machined locally. By this time Stan wasn't too interested in driving so I was it. Both heats were won and the Griffith Cup was ours again. A quick trip to race in Sydney at Hen & Chicken Bay was mixed. I won the first heat, but the Maritime Dept black listed us for excessive noise. Back to Sydney and Kogarah Bay, this time with silencers fitted but the weather was against us. Stan wanted to try another prop. It had very thin blades and they consequently laid back a little. The blade area and diameter were reduced slightly

After winning the Eppalock Gold Cup again, we were looking at racing in the States against their thunderboats. But before that we decided to run in the Kilos.

On 19 May 1973, I broke the Australasian Water Speed record with what I considered to be a disappointing speed of 159.5mph average of 2 runs. The rev counter generator was not working that day and revs were only an estimate of approx. 3000rpm. Another 1200rpm could possibly see a speed approaching 185MPH +. A spare generator was back at the shop, but nobody wanted to fetch it so we could do an afternoon run.

Stan was eager to try the third prop. A big SOB. I was against a run with that SOB and wanted to wait until the rev counter was fixed for another attempt with the same prop used in the record run. Stan said no there wasn't time, so I went but the boat could not get up on the plane easily. The prop was lifting the stern and burying the nose. Four crew sat on the back to try and stop this from happening. This worked and after the revs built up sufficiently, they jumped off when I nodded my head. I continued onto the course to line up for a run. The boat was reacting violently to this

prop and washed off so much speed I was left with an engine loaded up and the entry line approaching. Should I abort the run or not?

I kept at it for a few more seconds when the revs started rising. But I was almost at the first timing point, maybe 100 yards short when I decided to go. The acceleration was tremendous and kept sustained all through the kilo, but the hull was porpoising until it settled, about half way thru the kilo. The steering became harder and harder and I had trouble keeping a relatively straight course due to Prop Walk. As I just passed the end of the kilo, the boat started to spin and slide, the left sponson dug in and I was pitched out. Spectators said I flew 300 yards, hit the water and tumbled for another 300 yards before submerging. I had injuries but survived. I learned later that the run was timed at only 154 mph. But with some thought and research I believe the exit speed for the run was over 208 mph. A Melbourne Uni mathematician confirmed this for me. The only doubt is the entry speed, which was somewhere between 70 and 100 mph. I used 100 mph. This was the fastest I have been on water. After hospital, I inspected the 'wreck' and noticed the rudder was bent.

I believe this caused the stern to lift, the prop to walk the back around causing the skid and the sponson to dig in, flipping me out through the edge of the deck. Both injuries were due to the Record Race Jacket.

First impact at the end of my 'flight' popped my right shoulder and the leg straps caused badly bruised – you know what. The tumbling has resulted in ongoing arthritis and 2 replacement hips.

After repairs were carried out in late 1973 and early 1974, Stampede was ready for the Griffith Cup again. With the USA trip set to go if we won again, a name change took place and Stampede became VS 41. The registered number. It was hoped a sponsor could be found.

During pre-race tests, I noticed the handling was not the same as there was a mild nose up attitude, particularly at speed. Stan had a different opinion and said it's riding beautifully, but I could not agree.

The Cup was ours again, but not before a spirited challenge from 'Wasp', which was now fitted with a V8 Maserati, and the Merlin misfiring just before the finish. As a byline – Ernie Nunn had a run in with Ettiore Ferrari and un-politely told him to shove his engines you know where, because they were too weak. Hence the change to Maserati.

Why did Merlin misfire? A spark plug had been burnt out of the head. Was it a head casting fault, a hot spot, fuel mixture. We could not locate the cause.

Solo became our sponsor and all was prepared for the American Challenge (see pic below). The first since the 1940's when an Italian Count challenged the Yanks. We were to compete in 2 races. The first was a World Championship at Tri Cities in S-E Washington and in Seattle on Lake Washington, the APBA Gold Cup.





Solo arrived in July at Tri-Cities, a few days before the race. As I wasn't due till Saturday, Col Winton, a relief driver, did the first practice on Friday. A blade let go, holed the bottom and almost sunk. Out of the race! I learnt that Col used the 'thin bladed prop' and was blipping the Merlin. Now you shouldn't do that with a Merlin, but the on/off thrust/brake showed just how weak that prop really was. Solo weighed approx. 2900 kgs.

The race was a great spectacle and very interesting when looking around in the pits and chatting with the other boat crews.

There was 2 weeks between races, so back to Seattle and the Miss Budweiser shop for repairs. The Yanks are lots of fun and we got on really well with them. There was some muttering when we asked for a torch. Down he went to the back of the shop, pulled away plywood, ally sheets etc, and came up with an oxy/acet set on a trolley. What's that for, we asked? You wanted a torch! After some to-ing and fro-ing, it seems we should in future ask for a "flashlight".

A bracket was needed to attach to the inside of the transom to allow a new section of bottom to be attached. More weight! Then I noticed the fuel tank had been removed and the top removed. Why? The Yanks said we need 36 gals to complete warm up and a heat. So, what's the problem, I ask? Our tank held 32 Imp. Gals and a imperial is more than a US Gal. More weight.

They were puzzled by our water pick up. We had one on the back of each sponson. They did away with that system years ago and changed it to the back of the rudder. The rudder is the deepest part and you are in real trouble if the rudder ever comes out of water. As time ran out the pick up was left and after all we never had trouble. Unbeknown to me, only one prop had been packed, so it was panic to have our normal prop airfreighted out. It duly arrived in time.

The Gold Cup was held for the first time at Sand Point, an old Navy Base at the north end of Lake Washington.

Lots of controversy over the move.

Both Stan and I needed to qualify to drive. We decided to go out at 2000rpm and then increase by 500revs each subsequent run.

I made a 3 lap average of 90.8MPH. Stan did a 96.7MPH. I wasn't pleased at all. At a guess, the Merlin was revving at 3500 max. in the kilo run in '73 and did 159.5MPH.

In my mind there was no way another 1000rpm would give us 60 or so MPH given the way Solo was handling.



Bad weather set in. No more practice.

Race day, I took heat 1. It was a clock start and I got away last. Three laps later, we were second and challenging for the lead. Then misfiring and out.

Back in the pits, the Budweiser crew diagnosed a "torched" head. Penny dropped, at that.

We had water starvation due to the riding attitude in the '74 Griffth Cup and torched the head/spark plug. Now, again. With Budweiser's help, another head was fitted and Stan went out, but ran out of time to start up and be on the course. Just as well, as the same problem would have eventuated.

Cyclone Tracy had just flattened Darwin when I arrived in Yarrowonga for the Boxing and New Years day races. There was a noticeable chill in the air from the Solo crew towards me. I took the hint and made an acrimonious departure.

I acted as Race Steward for the rest of the season.

Then Norm Putt, a Ringwood businessman, asked if I would drive for him. He had purchased Miss Budweiser from Bernie Little. It arrived in November. (See pics above).

Our first test run was at Glenmaggie in December. The place was packed and they all wanted to see Miss BUD race against Solo. Mind you Norm insisted it would only be a trial.

As expected, the handling was very different to that of Solo. It took a lap or two to get the hang of it. It was much wider and a tendency to sponson walk while spilling air.

After our 4th race there was no more sponson walking once I really got the hang of her handling.

We beat Solo that first day plus the next 5 races, incl. the '76 Griffith Cup.

Norm said he would take driver and mechanic and their wives to the States if we remained unbeaten. We did and he did. Learmonth was the last race and as a bonus for the crew, I put Clem just in front of the engine and 4 others sat/kneeled on the deck. We almost lost the one on the outside due to cornering forces.

'77 and unbeaten again in all races. Norm then sold Miss BUD to Ron Burton. Boat was already signed up for the S.A. Boat and Yacht Show in Adelaide. So much interest that the Mt. Gambier Club ask Ron to do demos. Broken Hill Club asked the same. Both were attended.

Unbeaten again in '78 and Ron made plans to race in the States. Two races. Tri-Cities and Seattle.

Tri-Cities, a 2-1/2 ml circuit on the Columbia River. We qualified at 103.85MPH, after blowing an engine during warm up. Heats 1 and 2 saw us placed 3rd and 2nd to make the final. The Budweiser team have said they will help us fit nitrous oxide in Seattle.

What a race! Six boats spread across the course all hitting the line together at 150MPH and accelerating. Budweiser in pole, us next, Atlas Van Lines in 3, Miss Madison in 4. The other 2 escape me. Atlas and Budweiser had nitrous oxide and pulled away. I was in a tunnel of 'rooster-tails' which were getting narrower. I started to get vertigo. The boat wobbled. I looked away and scanned the instruments – 4700rpm @ 70 inches of mercury using a 3.06 step-up box is 14,382rpm prop revs! We calculated 176MPH. Through Atlas' rooster tail I see Madison ½ a length behind. The turn approaches and Atlas turns just in front of Budweiser and then I bore into the turn keeping in between the two wakes and accelerating again. Straightening up I see Atlas has gone dead, Budweiser leads with us second. We are both pulling away from Madison. Five laps later we have a strong second place as we start our second last turn when an inlet valve spring breaks and lose manifold pressure. Madison passes us at the last turn and we finish third.

Off to Seattle for repairs and nitrous oxide. I assume our strong run in Tri-Cities gave Bernie Little second thoughts, as his crew said they were not to help us! Although we qualified easily at another 103.7MPH on a 2 ml circuit, we had a Blower problem which meant an engine swap.



Celebrities in the pits, trying to get into the act.

Another 2nd and 3rd placing in heats and we were again in the final.

My inexperience with clock starts almost caused me to break the start. I got the pole but by the first turn I was last but coming thru. passing two boats and exiting in third behind Atlas and Budweiser.

The shorter circuit gave us an advantage but with no nitrous, Budweiser was pulling away on the straight and I was right on his tail at each turn

only for him to pull away again. So we finished with another third. We finished 9th overall in the yearly National Championship.

Back in Oz we continued our success but started to have minor mechanical problems.

Our Griffith Cup wins continued in '79, '80 and '81. At the Griffith Cup presentation, I announced a reluctant retirement due to the impending recession and as a general manager, business responsibilities outshone hobby.

In February '81 I was nominated for Sports Star in The Leader Newspaper. Barry Sheene and Phil Andersen the Cyclist were also nominees. At the Presentation night, 'Skippy' was crowned. A worthy winner, though I told Barry he had the more remarkable record. Modestly, he did not agree. I was notable that our mechanic; Clem Anderson; came along to support me. Us petrol heads know that the driving stuff is only 20% of the race and too often the crew chief and crew are not acknowledged enough.

The reluctant retirement was to no avail. I was retrenched in early '83 and promptly started my own business.

Ron Burton planned to build a new Hydro in '84 and asked me to assist/consult in the project, this with the view of me becoming the driver again.

However, after I tested the boat; named Aussie Bud; for stability and handling; he promptly appointed another driver.

1985 saw an Eclat in our stable.

The only competition it saw was at Lotus '91 at Canberra in the Time Trial, ¼ mile sprint and Concours de Elegance, which we won the Modern Class. The sprint was a bit if a disaster, as the gear stick detached as the finish line neared. A quick nut replacement and all ok again to drive back to Melbourne.

A drive to Adelaide for the '89 G.P. saw more trouble, when the points wiper pad broke in the distributor, but we were able to get home. An electronic ignition system was quickly installed.

More trouble during an EMR to Broadford and Wandong when the Ignition switch fell apart. Still made it home to St. Andrews after detouring to Lwr Templestowe to drop off a mate.

In spite of the few 'bugs', it was a joy to drive as it handled extremely well, particularly on twisty roads. A typical Lotus characteristic!

After a new switch was fitted, she purred along on every trip until the Black Saturday fires took her (below).





Eight months later, I bought an unregistered 1976 Porsche 930 Turbo Coupe at a farm clearance at Wandin. This was the first wide body 911.

This model was released in mid 1975 and this example arrived and was sold in April '76.

There are only 4 of this model here. It has a 3.0T litre engine, 4 speed G/Box, Sun roof, A/C, Fog lights, Electric windows and mirrors. NO power steering or brake booster, yet so easy to drive.

It had an oil leak which was a broken stud holding the heads and barrels to the crankcase.

Phil Hearne of Auto Coupe in Eltham did the work. Actually he found two studs broken which were replaced with a full set of new steel studs. Phil said the originals were prone to failure. It was interesting to learn that all other engine parts were re-assembled after cleaning, measuring and thorough inspection except for the oil pump. Decided to fit a new turbo, but the model was no longer available. A 1-1/2 Bar was fitted in lieu of the std 1 Bar

Other parts were checked and or replaced if required. New rotors and pads, Steering box checked and re-assembled, Set of 4 new Tyres, Clutch and P/plate replaced and Flywheel machined. A few cosmetic additions like, rear carpet, sun roof seals, a door rubber, and front spoiler Valance.

Looked at a, paint job but Phil talked me out of it. The rationale was "you will forever be worrying about stone chips. The body is great and taut. No sign of any major damage, A few chips here and there and the rest very, very respectable. (See pics above.)

The car has an interesting life. Some things are not confirmed, but the original owner apparently dumped the car at Melbourne Airport when he skipped Oz.

Vic. Police then auctioned it some years later. Three more owners, the last had it stored in a Wandin shed for three years before I came along. Since the overhaul, I've only travelled 10km with the clock now showing 150,500kms. It is so tractable in traffic and responsive when call on.

I drove it up to Queensland in August '10. It rained for more than half the trip. The reason was we had moved there was because my wife Lorraine suffered (and still does) post traumatic stress from the bush fires. The farm had been completely restored except the house. Just prior to signing the contract for the new home, Lorraine said she couldn't go back to St. Andrews. As daughter Kelly's husband works here and family are up here, we moved.

Let me say this. Anybody that says "Queensland is beautiful one day and perfect the next" is dreaming!

October saw me Inducted into the APBA Hall of Fame in recognition of my boat racing success

In November, we did a six day tour through New England to Yarrowonga via the Newell for a round of the G.P. Boats World Champs.

Then back thru Wagga, Cootamundra and Bathurst "with the view of a few laps" but we arrived at dusk and in pouring rain, so to Lithgow we went. Next day up the 'Zig Zag' way to Freemans Reach, Wilberforce, Wisemans Ferry, Maitland and on to Kempsey for the night, all in torrential rain.

Finally, up the coast road for home, but not before stopping off at Brunswick Heads to the Fishermans Co-Op for superb F and C and 2 doz fresh Oysters, packed on ice for take-away.

It was a great trouble free run.

Another planned trip to Melbourne for this year's AGP, did not eventuate as the 'power's to be' deemed the car was not suitable or of enough interest for display on Oval 14.

As I now reside in Queensland, just up the road from Lakeside, maybe some laps there + Mt. Cotton are possible.

I better jump to it, 'cause I just passed the medical for drivers 75+ which expires in 5 yrs. A week later the Qld Govt announced a yearly test for 75+ would be introduced. I wonder how many years I have left.



Engine almost ready to re-install.

One last comment about the validity of some of my comments pertaining to early car racing.

My complete library of books, magazines, trophies, photos, scrap books, race programmes from Tracy's Speedway on, were all lost on Black Saturday. Memory is great but maybe a little dimmer after 57 years.

Maybe the year of the Reg Smith's death could be verified by some members. Also, was the 250F Jones crashed, the one and same as Moss or Behra drove in '56?



➤ RUN AROUND THE DAMS Brisbane & Lockyer Valley Social Run

June the 25th saw a group of hardy enthusiasts line up for an extended run over the range and then loop around Brisbane's water reservoirs to explore the rural fringe of the greater western Brisbane area.

A good mix arrived on the grid ready to rev it up: one Seven, two Elans, two Esprits, eight Elise's and a ring-in.

As usual spirits were high with anticipation.

Ably organised and led on the day by Peter and Norma Upham, the group set off up the range in convoy and darted across Mt Glorious without our

usual coffee stop – probably much to the disappointment of the proprietor of the Café. Down the back of Mt Glorious, through the Brisbane Valley, around Somerset Dam, stopping for morning tea at *Julie's at the Rectory* in the picturesque township of Esk.

Esk was abuzz with Lotus cars and an assortment of bikers, most seeking to stretch their legs and warm their hands and, if you were a Seven driver, de-numb your backside.

Daryl and Moira had to leave early to catch the Brisbane Lions thrashing Geelong.



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Warmed with coffee and cakes, we gingerly departed Esk and shortly thereafter arrived en masse at Farmgate 1411 – a local farm stall on the Gatton-Esk Road with a reputation for excellent fruit and vegetables.

Whilst the menfolk chatted about their prowess, the run so far and their steeds, the ladies stocked up on fresh fruit and vegetables, much of which was then nursed on passengers' laps all the way home.

On to Lowood, past Atkinson Dam, stopping at the old Lowood Motor Racing Circuit.

An often overlooked part of South East Queensland's heritage is the rich WW2 defence history and scattering of abandoned airfields. Leyburn of course, still holds a street sprint meeting (although not on the site of the airfield much to the surprise of most of the group Lowood.

These airfields, once their primary use is abandoned, make fantastic racetracks.

Parts of the Lowood circuit can still be seen; check out Google Earth, the circuit form is still evident today.

Lunch at the Tarampa Hotel was very wholesome, even though purchasing a glass of wine (non-drivers of course) proved to be quite a novelty.

Across the Glamorgan Vale range and home via the Ipswich Motorway. A long day in a Seven but a lot of fun,

Many thanks to Peter and Norma for putting together a great outing.



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Another top weekend of racing at Lakeside

My mate Mal Ward arrived on Thursday night from Launceston in Tasmania to pit crew for us. He had coffee with the boys on Friday morning before he gave the Weber carbies a good tune up on our Cortina and the XU1 Torana of my mate Trevor Norris.

Mal is a self-confessed caveman. No mobile phone or computer. He tunes the Webers with a piece of heater hose. He gets plenty of onlookers when doing it at the track. No bloody late model computer shit for me he reckons. Have a look at the pic with the heater hose in his ear and the other end in the Weber ram tube on the Torana.

Allan qualified 8th in a 24 car field for Na, Nb and under 3 litre Nc cars. We had 4 x 10 lap races over the weekend. Race 1 Allan came 10th, race 2 he was 8th, race 3 he was 9th, race 4 he was 5th. Best lap time for the weekend was 64.9326 seconds. Our old white four door race car we sold to Dave Waddington (number 9) last year has some new gear fitted into it and is now keeping up with Allan. Some very close racing between Dave and Allan. In the last race on Sunday Dave got in front of Allan on about lap 7 and Allan pasted Dave over the finish line and beat him. Allan's time for the 10 laps was 11.02.9129 and Dave's was 11.02.9229. There was only .01 (one hundredth) of a second between them. How bloody close is that.

The yellow XU1 Torana with the wheel in the air is Trevor's car with son Troy driving.

After race 2 on Saturday we had to replace the water pump as the seal had failed and we lost half the radiator water. Then we found that our new extractors were broken in two places so I splinted it up with the aid of a spanner and some hose clamps. Pit crew Peter and Mal took care of both problems. Well done boys, thanks.

My mate Graham who drives the green MGA had to put a carby kit into one of the SU carbies while at the track as it was pouring fuel all over the engine. Mal gave him a hand to repair it.

Mike Sullivan, our head chef in the pit crew, supplied lunch on Sunday. Two hot chickens and salad. Well done mate. We used the bonnet of the race car for a table and he supplied an FPV tablecloth. Allan's partner, Alice, and her mum and dad came along to cheer him on.

That's it for now till the next race meeting Round 6 of the Black Truck Series in October. See ya!

Saundo





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The magazine deadline is strictly the 21st of each month, except February when it reverts to the 28th. Extensions are possible only by prior arrangement. Print photographs may be sent to Steve Blackie however, a stamped self-addressed envelope must be included if you want them returned.

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
editor@lotusclubvic.asn.au
or PO Box 601, Mt Waverley, Vic, 3149.

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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

If you would like to be a "Model Representative" for a type that is not mentioned right, or to replace a committee member on the panel, please advise Iain Palmer on idpalmer@melbpc.org.au

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