



Lotus Components

A mixed selection of articles this month from our Lotus guru, Mr John 'Wattie' Watson. He also sent me a completely unrelated picture of Jimmy Clark in what we think is a Lotus 38. There was no particular reason for sending it in, in the same way there's no particular reason for printing it, but when it's JC who needs a reason?

This month we have a 1962 racing tale from South Africa and another mixing drinking and driving, but not together obviously. And if you've been wondering what the Series Two carb setting should be, wonder no more. The details are all here...

Pat Clough remembers...

A remarkable Lotus Seven

Way back in 1962 I was roped in to help Brausch Niemann with his incredible Lotus Seven when he ventured north of the Limpopo for the Des Wolff Trophy Meeting at the Marlborough circuit outside Salisbury.

Brausch had acquired that famous Lotus Seven, powered by a very much modified Ford 105E motor, together with its trailer from Willie Meissner. At the time he was working for Meissner's outfit and the chaps in the workshop at the Dart Service Station-Meissner Engineering in Cape Town happened to hear him negotiating starting money with the organisers of a race in Rhodesia on the coming weekend. They were mighty interested in how he was going to get there because he did not own a road car let alone a tow car.

Undeterred Brausch phoned a used-car dealer and arranged to borrow an old Standard Vanguard, conveniently equipped with a tow-hitch. Brausch was to give it a "test drive" all right! He hitched up his trailer at the workshop and headed off for faraway Rhodesia.

About a thousand miles later, somewhere in the remote Northern Transvaal, the elderly Vanguard conked out. It had burnt a hole in a piston. The resourceful racing driver soon found a friendly farmer and borrowed a piston and sleeve from a





Ferguson tractor. Then he set off again with three small pistons and a big piston in the engine!

The Vanguard never reached Bulawayo. When it finally broke down, he unlimbered the Lotus Seven and gaily carried on to arrive at Bulawayo at 4am on race day. Another long haul brought him to Salisbury, Brausch arriving at scrutineering in a "full race" car accompanied by all the fanfare of the open exhaust blaring! Brausch then arranged with John Love to have the Vanguard towed into Bulawayo.

The drama continued when the Lotus blew a headgasket during the practice session. Next thing there was a call over the public address system for someone to loan him a 105E head gasket. Then when we were refitting the cylinder head, it was found the threads on the bolts were stripped. No problem. Another call over the public address - this time for bolts.

Eventually we were just about ready for the sports car race when we found the battery was flat. The Lotus had no generator or alternator. Once again a desperate call over the public address for assistance. Another Good Samaritan soon arrived - this time with the battery.

I'll never forget the acceleration of that little snub-nosed Seven as Brausch dragged off the line, leaving such exotic sports car machinery as an Aston Martin DBR1 300 and D-Type Jaguars standing.

All too soon the Clerk of the Course hung out the chequered flag and the sports car race was over. I was delighted that Brausch had won so convincingly and we waited for the cars to complete a leisurely circuit of the track before they trooped back to the pits.

Not Brausch, who carried on at full steam and then swung off the track and dashed the low-slung racer through the veld and long grass with dust billowing up behind. The strands of makeshift fence were lifted and via this short cut he came storming back into the pits trailing tufts of grass and various debris.

"Hurry up! Take the mudguards and headlights off. I'm in the next race," he shouted.

Sure enough a few minutes later he dashed out of the pits and lined up in the now "stripped" Lotus Seven among a field of mainly open-wheeled formula libre cars.

Once again Brausch demonstrated his car's acceleration, blasting past several

single seaters to take second place overall by the first corner!

I can't remember where he finished but I will never forget that day and that amazing little car. It was not fitted with a limited slip differential but was fitted with two handbrakes, one to serve each back wheel and by judicious and skillful application at crucial moments he used them to compensate for the lack of an expensive limited-slip diff!

RESULTS:

Marlborough circuit, 28th. October 1962.

Des Wolff Trophy: 1. M. Harris (Cooper 53 Alfa); 2. S. Tingle (LDS Alfa); 3. T. Blokdyke (Cooper T52 Ford); 4. T. Kotze (Assegai Alfa).

Wynn's Formula Junior (for pushrod cars up to 1500cc.) 1. T. Blokdyke (Cooper T52 Ford); 2. B. Niemann (Lotus Seven); 3. D. Riley (Cooper T52 BMC).

Sports Cars: 1. B. Niemann (Lotus Seven); 2. G. Pfaff (Aston Martin DBR1); 3. D. Purnell (Fairthorpe Zeta).

Borrowed from Classic Car Africa Volume 2 No 4 March 1997. I cannot vouch for the total accuracy of some of the technicalities in this article!

Weber Carburettor Settings

I am frequently asked for carburettor information for the Lotus Super Seven (Series Two) 1500 Cosworth (Mk. VIII engine giving 95bhp @ 6,000rpm). According to the Lotus Seven Master Parts List of 1st. October 1964 the settings are as follows:-

| | |
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| Choke diameter | 30mm |
| Main jet | 115 |
| Air corrector jet | 150 |
| Emulsion tube | F16 |
| Idling jet, marked | 45 F9 |
| but drilled to | 50 F9 |
| Pump jet | 35 |
| Pump inlet valve | 55 |
| Pump stroke | Standard |

Bass Charrington - Pub Lotus

On Tuesday 15th. of December 1970 Charrington and Company in conjunction with Lotus Cars Ltd. re-opened the former Chalk Farm Tavern, 89, Regents Park Road to produce an exciting new pub theme based on Lotus car, aptly named PUB LOTUS. This project was an addition to Bass Charrington's many speciality houses and both companies were determined that Pub Lotus should become the centre for racing clubs and enthusiasts in London.

The House which was situated near Primrose Hill, a short distance from London's West End incorporated the Pit Stop Bar, the Lotus Seven Snack Bar and the Europa Lounge which was fitted with seating from the Lotus Europa Sports Car. In addition the Grandstand patio had a display of Lotus cars.

At the opening, the first pint was pulled by Group Lotus Chairman, Colin Chapman. Lotus, who at that time had won the World Racing Car Championship on four occasions in 1963, 1965, 1968 and 1970 had on display on the Grandstand patio the 1960 Lotus 18 Rob Walker/Stirling Moss car which won Lotus their first ever World Championship race, a Lotus 63, the John Miles 1969 4-wheel drive car and a Lotus 69 1970 Lombank Championship car.

Among the personalities present at the opening were Colin Chapman, Stirling Moss, Lord Montagu of Beaulieu, Bobby Moore, Tony Rudd and Formula 3 Champion, Tony Trimmer.

The opening was show on the BBC2 "Wheelbase" programme live from Pub Lotus where there were interviews with many of the people who helped Lotus become world famous.

I attempted to locate the premises at 89, Regents Park Road but failed due to lack of time. I should be glad to hear from anyone who either went there when it was 'Pub Lotus' or knows if a pub exists there now.

jww 20th November 2001