

LCQ - Shed Tour to Peter and Carolyn Burford's "Shed" 26 September 2004

By Clive & Richard Wade

"Hey Richard, are we going on the Lotus day run tomorrow?"

"Dunno Dad, where are they off to?"

"Shed tour, Peter and Carolyn Burford's in the Tallebudgera Valley, Peter evidently builds diesel engines for model aeroplanes."

"Yep, sounds good to me, what time?"

"8.00am at Loganholme Hyperdome."

"You mean out of bed at dawn on a Sunday, not the sort of thing any self respecting 17 year old's gonna do Dad." However, when you are mad keen on flying radio control aeroplanes, even dawn can be accommodated, so Dad has company.

And so, 8am sharp, a bunch of Lotus' were found at the hyperdome ready for a drive straight through to Tallebudgera. ie: Turn off the highway at the Sanctuary Cove exit, (Exit 82?), mental note: use Exit 82, on to Peter & Carolyn's and then off for a late lunch in the hinterland in the afternoon.

Good, thought I, a straight run down the highway, the fuel's been in the Elise's tank far too long, this will just about empty the tank and I can fill up on the way home (can't make the lunch), piece of cake, get rid of all that stale fuel.

Off we went, 340R, 2x Elans, Seven, Elan M100, Carlton, Commodore & an Elise, good mix of old and new(ish). Sanctuary Cove exit comes up (Exit 57) with a number of Lotus' out in the far right lane, Exit 82 is at Tallebudgera after all, then the leader heads left. Not to worry, a quick display of advanced (?) driving across 4 lanes of traffic had us all stopped on the "B" road heading for.....Mt Tamborine.....may be I am actually hard of hearing, Gloria is always calling me deafy.

Leader says: "As virtually no one can make the post shed drive, thought we'd have a bit of an interesting run down through the back roads", may be I missed something back at Loganholme, mental note: clean the ears out.

What a great drive it was, we were the rear guard, a joy to watch so many engineering master pieces proving that Colin Chapman could design things that went further than just past the finish line. Yep, winding through the Gold Coast hinterland foothills at a quick but legal pace is an absolute joy.

And so we arrived at Peter and Carolyn Burford's "shed".

What a shed, looks more like the family home, two-car garage underneath with a Birkin 7 visible. Looks just like a home should look, so where's the shed?

Not so fast, first, Lotus owners need to chat outside, Lotus 7's need to prove Lotus can travel with-out a driver, members need to commit kamikaze in front of run-a-way 7's. The things we do for John.

Carolyn invites all in for morning tea, and what a great turn-out. Carolyn (and probably Peter) put on a most enjoyable morning tea/coffee with all the trimmings. What a beautiful setting, the backyard is overseen by a massive hinterland escarpment and also has views down the valley to the sea, this we all enjoyed while chatting some more, and then.....down stairs to the "shed".

This is the bit you couldn't see from the street.

What a set up, this is no shed, it's a full-on machinery shop.

Peter must have the best boys own shed one could ever wish for....not only does he have it, he actually uses it, designing and producing all his own components required to make miniature (2.5cc) diesel engines.....blocks, heads, crankshafts, pistons, carburetors, propellers.....the whole lot,..... lock, stock & barrel. The equipment in the shed would meet any tinkers wildest dreams, but when one spots "North American Aircraft Corporation" on a piece of machinery one can only wonder as to how small an engine was required in a P-51 Mustang.

With the tour came a briefing of how it's all done, the extraordinary



patience required, and the family history in the engine manufacturing industry. Taipan Engines (now I recognize the history), Peter's Dad was Taipan Engines, an engine manufacturer well respected world wide.

Peter now builds engines for the "boutique" enthusiast aeroplane modeller, not interested in the bulk market driven by cheap Asian imports, but more for those rare folk who are only too willing to purchase a work of art to power their own work of art (If you think Lotus owners are an odd lot, go and meet model aeroplane enthusiasts, we Lotus owners nearly pale into insignificance).

For the grand finale, Peter bolted his latest creation to the engine test bed, a few short flicks, life, noise, a little tuning, and for the next 15 minutes the engine ran faultlessly.

And so home, with the fuel gauge showing 13 litres (digital read-out) remaining, the first service station sold us 32.8 litres (34 litre tank). I wonder if the rest of the car is as optimistic, or, is some of that life giving smoke sneaking out of it's skinny little Lucas smoke conduits (wires).....Ah, its so satisfying to own British.

Peter and Carolyn, thank you for a wonderful morning tea and a most informative and enjoyable day, we'll certainly be pushing your barrow at our local flying field and at the "Miniature War Birds" meetings.

Emotive Story

While I wasn't able to be at this event from the beginning, I did get to call in later and go on Peter's workshop tour. So, from a long time modeller's perspective, I thought I better put some words down. Having used model engines for so much of my life, it was a real eye opener to see inside Peter's workshop. Although small, it was very very obvious how much effort had gone into building a workshop capable of producing these little jewels. It was even more interesting to see his shop given his family's long history of producing model engines in Australia.

I was also very happy to see that despite my late arrival I hadn't missed the demo run of one of his little engines. Peter's engine is a 0.3cc diesel. This is tiny, even by model standards. To give you all an idea of how cranky these little diesels can be, I can actually recall one event where myself and my team were trying so hard to get my little cheap engine going that we actually knocked the front of the aircraft complete with recalcitrant engine clear off into the night! So, it was a joy to see a Peter's even smaller engine start and run so well. Normally, the smaller they get, the worse they usually run and handle. This engine changes the rules. Thanks for the tour Peter.

We were then lucky enough to go off to the trains at Binna Burra where we met up with the families. All kids had a great time, and the little ones enjoyed it too!

Steve Amos

SPEED ON TWEED 2004

Speed on Tweed is without doubt the historic speed event of the season for those of us participating in sprint and hillclimb competition during the year. The enthusiastic and friendly support of the local populace coupled with the challenge of the 'race course' around the centre of Murwillumbah, the excellent paddock and camping facilities at the show ground, and the special social events over the weekend make this the event not to be missed. Unfortunately such is also the opinion of many in the historic motor racing fraternity resulting in many very disappointed entrants including several from the Lotus Club. However a goodly number of participants from near and far upheld the good name of Lotus at the event.

The vanguard of the club arrived early on the Friday in fine sunny weather to claim our 'patch' and erect the 'Lotus Hilton', the clubs recently acquired corporate tent. 'Lotus village' slowly grew during the day as members arrived and pitched their tents to the rear of 'The Hilton'. Scrutineering and securing camp took up the remainder of the day but by dusk we were ready to party.

The main street of Murwillumbah was closed off from other traffic on the Friday night to allow a cavalcade of event participants and other historic cars to parade through the streets and collect for public display. The Lotus 'group' took over the Malaysian restaurant in the main street, courtesy of John Lungren's careful planning, and a great turn out of around 30 Club members, from Qld and further afield enjoyed a lovely meal and great company.

Another glorious day dawned on Saturday (you'd think we were in Queensland) and the smell of breakfast preparing on Mike and Maggie's new deluxe 3 burner camp cooker soon had us all up and at them. The first run on Saturday was a practice run which, with no timing taking place, progressed quickly and it looked as though we would fit in the 4 runs per day promised for Saturday and Sunday.

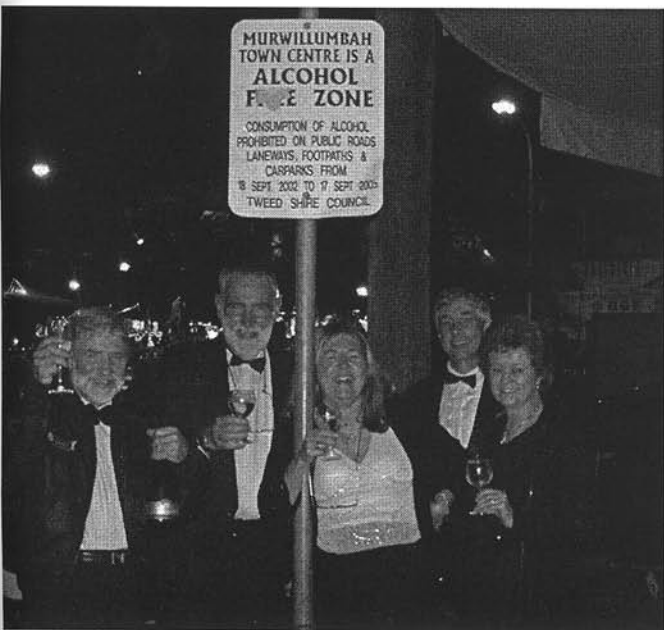
Saturday night was again dining 'al fresco' in the closed off main street this time opposite the pub for a spit roast. Once again the main street was filled with diners partaking of the fare from near by restaurants and pubs and entertained by the Northern Rivers Symphony Orchestra set up on a temporary stage at the end of the street. After dinner we moved to the open area opposite the orchestra to join the large throng already gathered, to enjoy a wonderful rendition of popular classics What a truly magnificent occasion.

Some showers were predicted for Sunday but the day after dawning under heavy cloud, quickly cleared away to another glorious day. Some storm cloud did build up over the ranges in the afternoon but it was all threat and no substance. With most of the Loti grouped in the early run categories we were all in our cars at the same time so I didn't see much of the others' efforts and will have to report from the result sheets.





■ *Breakfast in the Lotus Hilton - Colleen Conway*



■ *Alcohol free zone? Peter Boel, Alan & Colleen Conway, Peter & Carolyn Burford*

Grahame Vaughan was first out in his Eleven, cleaning up in the under 1500cc 44 to 63 year old Sport Car category in 51.96 against a whole gaggle of MG's and specials. Tom Kuzman also competed in this category in his lovely Elite with a fastest time of 59.76 and Don Biggar did a 61.24 in his Eleven. Alan Conway competed in the over 1500cc in this category in his very original Series 2 Seven with a time of 57.18. Ed Holly in his Lotus 20 competed in the Rear Engined Racing Cars 44 years and Older finishing fourth with a time of 54.44. The Classic Sports Cars 35 to 43 Years Old category contained most of the Lotus Club competitors. David Kent from NSW came in second in his highly modified Elan in 48.99. I came in third in the Flintstone Lotus in 49.27 after an argument with the barriers on turn 4 on my first timed run rearranged the front left corner and had me rebuilding the car for most of the remainder of Saturday. I'd like to thank all my fellow competitors and the local TAFE crew who mucked in to help repair the car so I was running again for the final run on Saturday. John Lungren was fifth in this category in a superb time of 50.09 followed by John Evans in his Seven in a time of 52.68. Others in this group included John Blackburn in his Europa (54.32), Ron Woodbridge in his recently completed Septre Lotus 23 (54.54), Alan Telfer in his Seven (55.36), John Girard in the lovely Elan 26R (57.56), Ken Gray in his Seven (58.44) and Sean Conway, struggling with mysterious gearbox gremlins in the Elan S3 (61.85). Mike Goodfellow came in fifth in the Sports and GT Cars 34 year and Younger category in his Plus 2 with a time of 59.59 and John Gilfillan brought his Lotus Cortina Mk1 into first place in the Classic Sedans 40 to 44 years Old.

Sadly an accident in the last run of Sunday in which Jon Chippindall was killed in his Austin 7 brought sudden end to the day. Jon was a jovial and enthusiastic historic 'racer' and will be sadly missed. We give his family our best wishes.

So we depart Murwillumbah with bitter sweet memories of a wonderful event so tragically ended but looking forward to returning next year.

Peter Boel

