



# CLUB NEWS

## ANNUAL GENERAL MEETING 14TH FEBRUARY 2008



### Report from the Area Leader. *Andy Stanford*

A good but quiet year for most in the club. Event turnout was good and consistent throughout the year. Support for the club on the larger events was excellent with many thanks going to those who helped out. It was nice to see so many new members and the input from Stratstone Lotus this last year has been very well appreciated. The track days at Llandow were a particular example of this.

Many thanks again to all who turned out to the BBQ it just makes it all worth while.

Thanks also to the two speakers who's presentations were very worth while (Alan Morgan & Terry Sanger) however, more speakers could have been sourced and more effort is required this year.

The club has huge potential and has many untapped members. The club however is limited to what it is able to achieve. To grow in size and increase enjoyment it needs more support and a better structure.

Appreciated turn outs were at the July race meeting at Castle Combe and the Brands Hatch race meeting in Oct. It was regrettable that a few Drive Run events that had been planned late in the year were badly affected by poor weather. Top three outstanding events with very good feedback were, the Lotus Track day at Castle Combe, Llandow Track day with Stratstone and the Summer BBQ.

### Report from the current Event organiser. *Andy Stanford*

The club has had approx 40 events this year with the events organiser attending as many as possible. Most events enjoyed an average turnout based on the regular local member numbers. Well turned out events were, as always, the Action days at Castle Combe and the Summer BBQ. Appreciated turn outs were at the July race meeting at Castle Combe and the Brands Hatch race meeting in Oct. It was regrettable that a few Drive Run events that had been planned late in the year were badly affected by poor weather. Top three outstanding events with very good feedback were, the Lotus Track day at Castle Combe, Llandow Track day with Stratstone and the Summer BBQ.

It was noted that a better turn out could have been obtained with the Drive run events if more time and planning was given to them. It was also noted that there was a lack of social events like a two day event, Karting or bowling. Additionally more car shows would have been an attraction.

## NEW COMMITTEE

SEE OUR WEB SITE FOR DETAILS

[WWW.CLSW.CO.UK](http://WWW.CLSW.CO.UK)

Summer BBQ and  
Club Lotus Day at  
Castle Combe



## MEET THE MEMBERS

Club days bring together a lot of our member. Idle chit-chat is the order of the day. However, in depth discussions powered by extreme enthusiasm and very often expert knowledge makes for very enjoyable summer days.



# THE KLINGONS HAVE LANDED

## Are you ready for warp speed?

The Klingons are on the Horizon and will be de-cloaked soon to reveal all.

Initial scans are picking up 500BHP and a 6 phase fwd drive mechanism.



Watch this Space

### **Subject: A history of engineering specifications. Author unknown, but possibly a Lotus Engineer, maybe?**

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8½ inches, this being roughly the same distance between the centre line of your rear wheel bearings on your Lotus Elise . That is an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in Britain , and the U.S. railroads were built by British expatriates. Why did the British build them that way? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. So why did the wagons have that particular odd spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in Britain , because that's the spacing of the wheel ruts in the ground from years of travel by wagon. So who built those old rutted roads? The first long distance roads in Europe (and Britain ) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts in the roads? The ruts in the roads, which everyone had to match for fear of destroying their wagon wheels, were first formed by Roman war chariots. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing.

The U.S. standard railroad gauge of 4 feet-8.5 inches derives from the original specification for an Imperial Roman war chariot. Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back end of two war horses. Thus we have the answer to the original question.

Now the twist to the story...

When we see a space shuttle sitting on its launching pad, there are two booster rockets attached to the side of the main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are made by Thiokol at their factory in Utah . The engineers who designed the SRB's might have preferred to make them a bit fatter, but the SRB's had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds. So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

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