

June 2018



Chunky's Chatter



A light hearted and sometime irreverent monthly look at the world of Lotus



Inside this issue

- Anne Blackwood's fabulous Monaco trip
- Who remembers Paul Hawkins? Myths and Legends recollects his career.
- Great day out for the NSW club to the Gosford Motor Museum.
- All the news from SA and WA.

CLUB LOTUS AUSTRALIA JUNE 2018



This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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COVER PHOTO: *A line up of Lotus 16's at this years Monaco Historique (Grand Prix). Photo courtesy of Anne Blackwood who just happened to be there!!*

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May

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PRESIDENTS PRATTLE WITH ASHTON ROSKILL



H

ello!

Winter seemed to arrive a couple of weeks ago, and with it a general reluctance to go into the garage to face the music - in my case the need to replace the starter motor on the Elan. This situation is aggravated by the need to spend a few weekends up on the Gold Coast finishing Gidget, the Austin Healey 100/4 we are preparing for the Peking to Paris rally - which starts in 363 days as I write this - GULP!

We are preparing for our next Club Night (well, strictly speaking our first of the year!) on 25th July, when we are visiting Carbonix, an innovative carbon fibre production facility run by one of our members, Dario Valenza. The eagle eyes will recognise the address as it is where Simply Sports Cars were located prior to their current home.

Speaking of whom, the next SSC LOTD is taking place next month on 14th July and if you've never been to one of their events you should! Have a look here <https://www.simplysportscars.com/>

[shop/1010-lotus-only-track-day](https://www.simplysportscars.com/shop/1010-lotus-only-track-day)

We are fast approaching the busy time of the year so I hope all your plans to fettle and finish off projects are well underway. I just dropped the sump off the Elite to freshen up the big end bearings - there's a bit of wear there but nothing untoward. As mentioned, the Elan needs some love in the electrics department. And the Eleven is due back from Suspension Concepts soon having had the ruler run over all the suspension components. I'm



looking forward to getting her back to the track soon.

Looking out a bit further August will see us at SMSP for both the Morgan round of the CSCA and the following day the Shannons Day - 10 places are available - first in best dressed - drop a line to Evan Jones (contact details on the second page) for yours! Au-

gust will also see Giles and me in Alice Springs with Gidget for her inaugural rally - the Central Outback Trial - I'll be interested to see how we go.

Then September we'll have the AGM and (hopefully!) Eggs B.

On a different note, it's good to see a significant increase in the number of transactions in Lotus cars, whether old or newer, and whether through Simply Sports Cars, our website, Carsales or Aussie Elise's. All the signs point to something of a resurgence in the brand's fortunes here which is most encouraging - and in no small part due to SSC's unstinting efforts. BTW if you are in Melbourne pop into the new showrooms in Southbank - very smart!

Right, better get this to Tom, so keep safe, upright and on the black stuff and I hope to see you soon

Pip pip

Ashton



FROM THE EDITOR TOM DEVITT



Well, I suppose everyone was glued to their telly on the 19th May to see the latest Royal Wedding and the unusual Episcopalian Bishop's speech. However, in this case it was "as the bishop said to the actress"! Elsewhere in the world, about a week later, Australian Daniel Ricciardo continued on his winning streak taking the Formula 1 Monaco grand Prix after setting a new qualifying lap record to take pole position for the race. He led going into the first corner with the leading 6 drivers staying in the same positions throughout the race. On lap 18, Ricciardo, suffered a serious loss of power and managed a sick-puppy of a car for the remaining 60 laps of

the race. Afterwards a couple of drivers complained that this was "one of the most boring races ever", since all of the drivers were lapping several seconds a lap slower than they could have been to conserve tires and so avoid making a second pit-stop. Oh, and by the way the Grid Girls (and boys) were back at Monaco!

For Sydney based members we now have a few interesting events coming soon, so make sure to mark them in your diaries. As Ashton mentioned in his column we have been invited by Carbonix founder (and CLA member) Dario Valenza to his absolutely 'leading-edge' business which develops among other things, unmanned aerospace craft. 6.30 on the 25th July. (see page 10) The Rozelle Tram Depot was built on land adjacent to Har-

old Park trotting circuit and was the depot for the multitude of trams that serviced the inner west of Sydney until the early 60's. It somehow survived and was acquired in 2010 by the developers of the nearby apartment estate and converted into a foodie's paradise. *The Butcher and the Farmer* is the restaurant everyone is talking about so we have organised for a Lotus Lunch there on Saturday 28th July.

Later in the year on Sunday the 7th October we are reinstating the Lotus Sunday drive with a leisurely run to the Blue Mountains and lunch in the surrounds of the Blue Mountains Botanical Gardens at Mount Tomah.

Details for both of these events on Page 11. But please remember, booking is essential.

Also, don't forget the Shannons all British day on the 12th August. Still some spots left, contact Evan Jones at evanj@optusnet.com.au for a free ticket to this great day.
Tom



The Grid Girls and boys return to the Monaco GP

THE COMPETITION REPORT: CSCA ROUND 2 HOSTED BY THE JAGUAR CLUB.

What a magnificent Autumnal Day greeted us at the Jaguar Round of the CSCA Competition held at Sydney Motorsport Park (Nth / Druitt) on Saturday 26th May.

24 Lotii Members (out of a total of 107 runners), 15 Lotii vehicles and their steeds passed scrutineering and the day started with the usual banter regarding excuses for slow times, how much horsepower is Leigh's beast putting out, how much will Liam beat his Dad by today and will the Kawasaki Green Cup 430 Exige make a guest appearance. (And yes it did!)

The CLA members were dominant in the Top 4 groups, especially Group 1, which initially had 14 cars, 12 of which were Lotii.

The cars rolled out right on 9am on the circuit and immediately it appeared that the normal reliability of our cars would be put to the test today ... well it is the Jag round.

Over the course of the day the terms 'failed to proceed' and 'mechanical issues' plus expletives were heard to describe 7 cars - a number unheard of in recent memory, hopefully they are all relatively minor and will soon be seen back at the track.

So onto the results.

Fastest Marque Car of the car was CLA's Duncan Andrews, with a 1.09.6692 ... an awesome time, closing followed by Leigh Fuller (1.09.8784) and Tim Mackie (1.09.9027) - what a triumphant!

Tim Mackie and Dave Mackie (1.12.1) took the top 2 spots in R1 with Terrance Waugh (1.18.9) in the Europa taking out 3rd place. Garrath Johnson (1.22.5) completed our representation in R1 in the Porsche 924.

Class DM2 was a Lotus affair, with Rex Hodder (The Maestro: 1.14.9), James Kinghorn (1.15.7), Kyle 'Doc' Lange (1.16.5) and Dennis Brady (1.19.9). There were lots of big smiles in this group with perhaps one punter with a frown at the end of the last run of the day!

Class DM4 was another entirely Lotus affair, with Duncan leading the charge followed with a great time by Peter Taylor (1.13.4), Brendan James (1.14.4), Len Goodwin (1.14.5), Liam Sheppard (The Appren-



tice: 1.14.8), Craig Sheppard (1.17.5), Richard Woodhams (1.18.2), Craig Underwood (1.20.6) and Stephen Alcorn (1.28.9). Obviously a number of participants were affected with issues – but we leave it to the keen reader to work out who!

(It was noted that Rex was heard asking Liam for consulting fees later in the day) Leigh was in a class of his own in DM5, beating the next participant by over 15 seconds!

In NM2, Keith Edwards was close to the fastest in the Audi RS3 with 1.17 flat and NMM3 (Non Marque Modern 3!) was represented by Campbell Smyth in the 'pumped up' Clio with a time of 1:11:5, Peter Deller (1.14.6), John Deller (1.14.8) and Greg Baker (1.15.8) in the Pulsar.

Across all CLA drivers, a number of PB's were had and there were no driving incidents – the norm for CLA drivers of course.

Later in the day Duncan and Leigh, decided it was time to give the other Group 1 runners a head start and they went out down the field. For those of us viewing it was indeed a sight to see them power past the rest in a 'controlled' manner.

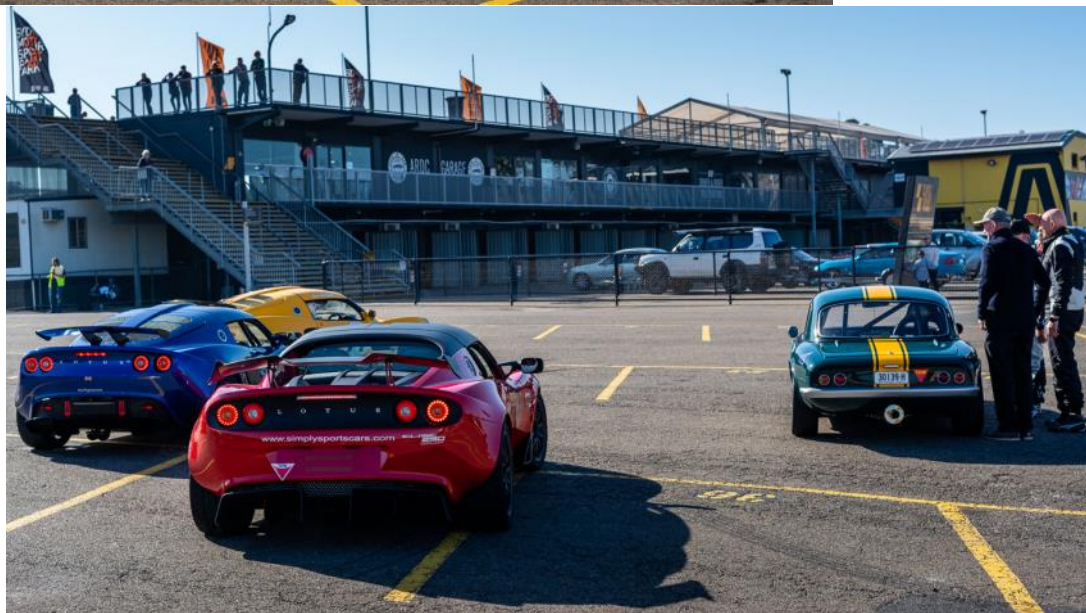


Overall, the CLA members put on a great showing for the viewing audience – whether winning, losing or breaking down – it was all entertaining!

Now onto the next Round on the 16th June, hosted by the AHOC.

Yours in speed,

The CLA Motorsport Committee.



NSW LOTUS MEMBERS HAVING A DAY OUT AT THE GOSFORD MOTOR MUSEUM

MANY THANKS TO TERRY LI, SYD REINHARDT AND ASHTON ROSKILL FOR THE PHOTOS





LOTUS CARS AUSTRALIA HAVE ENTERED A CAR IN THE 2018 AUSTRALIAN PRODUCTION CAR SERIES.

Lotus Cars Australia have enter the brand new Lotus Exige Sports 350 in the full 2018 Australian Production Car Series. The car is piloted by Grand Denyer and Tony D'Alberto and managed by Simply Sports Cars. It will contest Class A1 as well as fighting for outright victory. Three other Exige entries are in the works The Australian Production Cars series will be contested across five rounds in 2018, following the Shannons Nationals for four before wrapping up with a headline six-hour race at Phillip Island.

After round 2 at Sandown this month, the car is running fourth in its class. The series now moves to Queensland Raceway in July, Winton Motor Raceway in August and Sydney Motorsport Park in September before the finale at Phillip Island.

It is intended that the car will race for outright and Class A1 honours in 2018 with accomplished racing car drivers Grant Denyer and Tony D'Alberto.

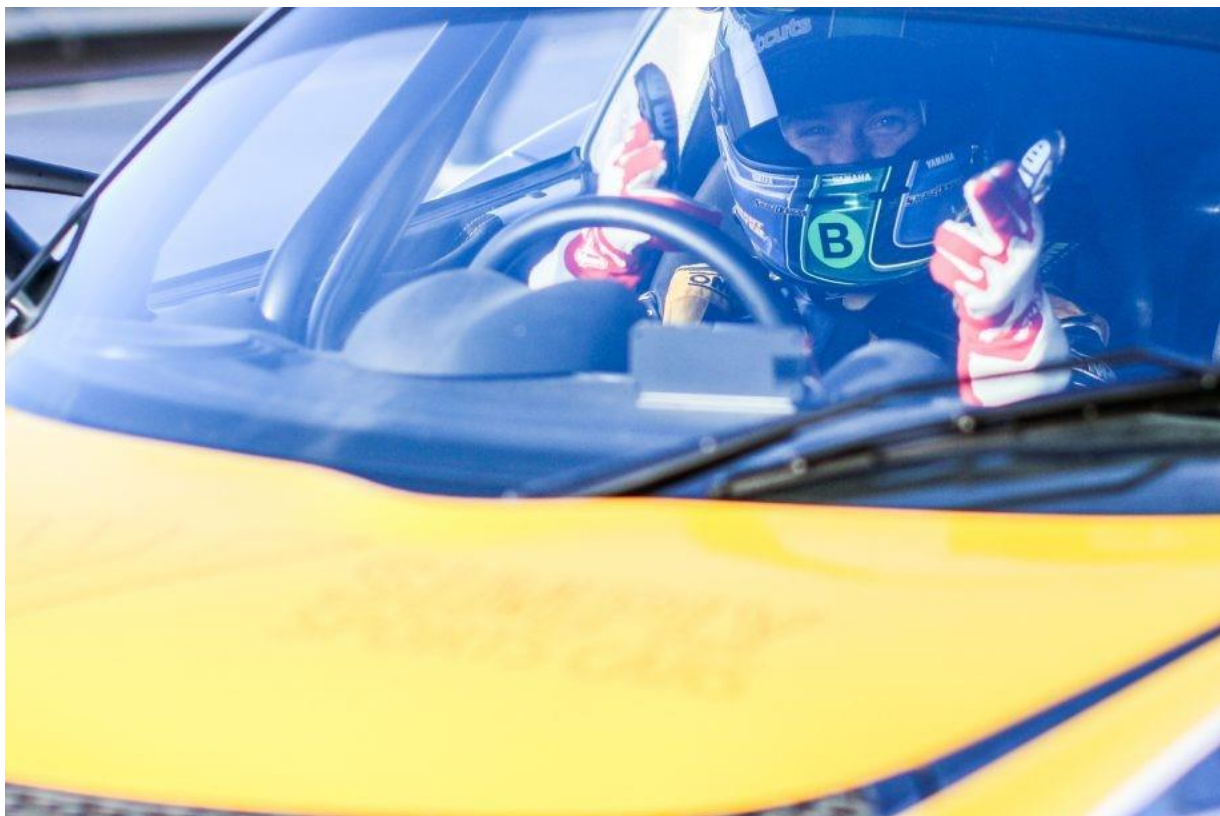
Lee Knappett Chief Executive Officer of Lotus Cars Australia said,

"Lotus has always had an involvement in motorsport over its 70 year history, with numerous class and championship victories with some of the best drivers of all time getting behind the wheel.

While we considered various other racing categories we felt the Australian Production Car Series made a strong fit for us. What you'll see us compete with is essentially what any car enthusiast can purchase with the Lotus Exige for sale in Australia for under \$150,000.

We actively encourage a lifestyle of social, rally, track or competitive driving and our cars are probably the most cost effective sport cars to use vs other marques.

In an age where headlines are dominated with electric cars, self driving vehicles and heavy, technology laden cars we know from our customers they want a more pure driving experience. We want to showcase that and we know we'll be competitive with relatively low running costs."



'FROM WATER TO AIR'

**JOIN US FOR A FABULOUS EVENING AT
CARBONIX ON THE 25TH JULY
6.30PM AT 59 WHITING ST. ARTARMON**

Carbonix founder and CLA member Dario Valenza has very kindly offered to host the club at the Carbonix premises in Artarmon. Here he will show us their composites processes and drone integration works

Carbonix produces complete drone solutions for commercial, industrial, and military applications. Founded in 2011 as CarbonicBoats, the business started out designing and producing racing yachts and components in advanced composite materials.

With success in international competition came opportunities to apply this know-how to other fields, including automotive and aeronautical projects.

In 2014 Carbonix won a bid to supply UAV airframes for an overseas customer. Following successful delivery of that contract the business increasingly specialised in drones.

Since then Carbonix has added increasing capabilities in electronics integration, developing proprietary autopilot and avionics systems.

Today it offers two ranges of off-the-shelf long-endurance VTOL fixed-wing drones. And is constantly working on upgrades, improvements, and next-generation models.

<http://carbonix.com.au/about/our-story/>

Their address is 59 Whiting St. Artarmon, and if that sounds familiar, it is because they moved into

the old Simply Sports Cars digs. One of those interesting coincidences...



NEXT LOTUS LUNCH SATURDAY 28TH JULY 12.30PM, AT THE TRAMSHEDS

The old Harold Park tram depot has recently been converted into a kaleidoscope of eateries and food shops. For our next Lotus Lunch we have picked the one everyone is talking about, the **Butcher and the Farmer**

Chefs Will and Steve, known as 'The Gourmet Pommies' have curated a menu from scratch "We want to encourage diners to enjoy the new dishes that are designed to share. We invite our customers to experience a number of dishes that are wholesome, moreish and layered with well thought out flavours and textures."



The food we serve in our restaurant is simple, honest and delicious with all ingredients sourced with care. Seasonality is what drives and inspires the menu, consisting of what is available at the time. We source directly from farmers and providers, knowing how they grow and prepare foods. Well, you can't go wrong with that, can you!!
Booking essential. Call Tom Devitt on 0417 295 549 or email t.devitt@bigpond.com



Tramsheds Harold Park, 7/1 Dalgall Way, Forest Lodge NSW 2037 plenty of parking both on site and nearby

DAY TRIP TO THE BLUE MOUNTAINS WITH LUNCH SUNDAY OCTOBER 7TH

Pack up all your cares and woes, take the top down (if you can) and join us for a lovely mid Spring day, driving up to the Blue Mountains for lunch. After a leisurely start at 9.00am we will go via Richmond, Kurrajong and Bilpin for lunch at The Potager restaurant overlooking the Blue Mountains Botanic Gardens. Or to quite the Spin Doctors "The all-encompassing space provides a harmonious balance using natural and soft colour tones together with understated furnishings and delicate and subtle decorative items, providing synergy with the natural surrounds of the Botanic Garden backdrop. The Potager Mount Tomah pays homage to the bountiful surrounds through both the decor and the kitchen offering" Well, after that, how could you possibly refuse to be part of the party!!

Come in convoy or meet us there but bookings are essential
Call Tom Devitt on 0417 295 549 or email t.devitt@bigpond.com



SA LOTUS TALK

AN OCCASIONAL CONTRIBUTION FROM OUR SA CORRESPONDENT ANDREW STEVENS

April Monthly Run

Well, Autumn has arrived, which means the vines have started to turn, this year's vintage has been picked, and the sight of brightly coloured Lotus in the Adelaide Hills is a joy to behold. Our April run fell on Easter Sunday, which was also April Fool's Day for this season. Our numbers were held down by Easter commitments (no doubt our regulars either frequenting one of the myriad churches that dot the Adelaide landscape, or trapped at home by the fear of their Lotus being the butt of an April Fool's joke). Nevertheless, the dedicated bunch set off on one of our favourite runs, with Paris Creek Road, and Jack's Café at Strathalbyn in our sights.

The roads were surprisingly quiet, as we stirred up the first of the autumn leaves on our blast to morning tea, an exploration of the antique and curio shops, planning of our Lotus Team's exploits at the forthcoming 6 Hour Relay, and getting first impressions of the magnificent new "The Bend" track at Tailem Bend. The verdict on the latter is that it's wide, challenging, and likely to be quite difficult to master in its longer configurations.

Collingrove Come & Try Hillclimb

In conjunction with the Sporting



Andrew's Elise and David's Exige amidst the autumn leaves at Strathalbyn



Tony Heard's Elise at the front of the pack for the April run



David Hooper Exige

Car Club of SA, April 7th saw the first "Come 'n Try Hillclimb at Collingrove on the edge of the Barossa Valley. This is an opportunity to have a go at the Collingrove Hillclimb and test your driving skills. It's a cheap and accessible form of motorsport that you can enjoy in your daily drive, or weekend Lotus. With 4 Lotus attending, David Hopper (Exige Cup 240) and Graeme Lipsham (Caterham) were our runners, with Andrew Stevens and Scott Begbie spectating for the day. The SCCSA organisation is very smooth and cars were quickly cycled back to the start to maximise the learning time, while allowing discussion on lines, tyre pressures and start technique. Both David and Graeme improved dramatically during

the



Graeme awaits the starters wand to get in place



A beautiful shot of the start line with David Hooper set to go



Graeme Lisham Caterham

day, David applying plenty of opposite lock as he leaned on the Exige on his street tyres, and Graeme getting smoother and quicker as the day progressed.

May Activities

Sunday 4th May is both our next monthly run, and the MSCA 6 Hour Regularity Relay at Mallala. This is one of the best value and most enjoyable motor-sport events of the year, with the Lotus Team of Chris, Charles, David and Andrew expecting to be very competitive. With 24 teams entered from SA, NSW and Victoria, it's sure to be keenly contested. Whatever the result of the pointscore, we'll definitely be having the most fun.

Cheers and safe Lotusing !

Andrew



THE INDESTRUCTIBLE PAUL HAWKINS

There have only been two Formula1 drivers who have driven off the circuit and into the harbour at Monaco. One of them was an Australian, and yes, you guessed it, he was driving a Lotus

He has a dislike of lazy people, the English weather, the Royal Automobile Club, warm beer, the safety standards at French races and people who do what they said. He liked, water skiing, getting on with things, swimming, Fosters beer, and frequent use of the Great Australian Adjective.

In October 2017, Paul Hawkins, had he still been alive, would have celebrated his 80th birthday. But that was never going to happen. The Australian racing driver led a life of one who

thinks he is indestructible and constantly strived to prove it, to quote Frank Gardener "Paul Hawkins was a bit like Gilles Villeneuve, when you met him, you knew pretty quickly that he wasn't going to die in his bed" Paul Hawkins was born at Richmond Victoria in October 1937 and started his serious involvement with cars in Melbourne, where, in 1958 he raced an Austin Healey in sprints and hill climbs. But Paul wanted to eat with the grown-ups so on the 20th December 1959 he boarded the Sitmar liner Fairsea bound for England. His worldly possessions accompanying him was a tool box, a crash helmet and £28. Arriving in England he found employment with the Donald Healey Motor Company. John Sprinzel, who was at the time head of the Healey Special Equipment Division recalls Paul. "....very good as he knew his stuff and certainly knew the best parts of the English language as well".

A few weeks later Paul and his mate John Green were heading up to Aintree for the April meeting, they were driving Sprinzel's very quick Sprite and intended to enter it in the first event of the next day. After getting



Paul, near the end of his career



Hawkins Lotus recovered from Monaco harbour

lost they arrived at the circuit minutes before practice and qualification closed.

Paul took off in the car blasting around the circuit with their still unpacked luggage rolling around in the boot. The first race of the next day saw Hawkins make a terrible start and immediately fell to 5th in his class. By the end of the lap he was 4th, by the end of the next he was 3rd and hard on the tail of a Speedwell Sprite. On the next lap he was past it and into second but now faced the impossible task of catching and passing the as yet unbeaten Paul Van Niekerk's GSM Delta. For lap after lap Paul hounded the GSM and on the last corner of the last lap Paul Hawkins did the impossible and passes him albeit sideways to take the class win and fastest lap in class. Paul collected £50 prize money as well as £250 from BMC and was also signed up by Castrol. The euphoria of the pair vanished however when they were clocked doing 90mph on their return



A GSM Delta

trip and lost all of the winnings to pay the fine.

Paul's association with John Sprinzel continued and a close friendship developed as they raced Sprites all over England and Europe. At the 750 Motor Club's 6 Hour race at Silverstone, Paul was noticed by Ian Walker, Ian remembers, "I recall how I was impressed with Paul's aggressive but precise driving and put him on my mental list of drivers for my forthcoming professional racing team". About this time also Paul became close friends racing driver Vic Elford with whom he formed a lasting friendship. They drove together in the RAC Rally towards the end of 1961. However, this was to be Paul's last rally because at the start of 1962 he would join a professional racing team. Ian Walker had truly not forgotten!

The first car in Ian Walker's team was a Lotus 23 which Paul raced as well as prepared in the new workshop, he was soon joined by ex-Lotus mechanic John Pledger and the team's stable grew to two Lotus 23's and two Lotus 22 Formula Junior's. At its first outing Paul took a class win at Oulton and two weeks later at Goodwood. Throughout the season there followed numerous class wins and fastest laps.

Paul's outrageous antics on the public roads of London were another matter, with him narrowly escaping serious trouble on many occasions. It all came to a head one evening when Paul and John Pledger were working late to the team workshop at Temple Fortune, a policeman walked in holding some official looking paperwork. John takes up the story

"The policeman comes in and Paul says 'Can I help 'ya mate?' Policeman 'I'm looking for Paul Hawkins'.

Paul (calling to John) 'have you seen Paul John?'

John 'No mate, he's gone back to Australia three weeks ago'.

Policeman takes off his hat and scratches his head, 'Jeeze, you don't know how lucky that bloke is, there's enough here to put him away for 3 months!'"

1963 saw the team joined by Frank Gardner, lured away from Brabham by Ian Walker, and whilst Paul and he were good mates, Frank was clearly the better driver.

At the Silverstone meeting on the 20th July, Paul took a third place in the Formula Junior and a first in the Lotus 23 but tragedy also struck that day when Cristabel Carlyle, Paul's good friend had a tremendous crash whilst overtaking another competitor. She was knocked unconscious and had to be cut out of the wreckage. Sadly a track marshal was killed in the accident. Leaving the circuit after the race meeting in a long line of traffic, Paul spotted Cristabel and immediately got out his car to comfort her before returning to his car in to

much horn blowing, abuse and gesticulation of cars attempting to leave the circuit.

By later that year, Ian Walker was going big time hiring top F1 drivers, so Paul moved onto the Willment racing team, winning the Rhodesian GP in a Brabham, was second to Graham Hill in the Rand GP and on January 9th 1965 took out the Cape GP.

A once in a lifetime offer came almost immediately from Dickie Stoop a retired Porsche driver who wanted to start his own F1 team and asked Paul to manage the team. However, instead of the Brabham that Paul wanted, Dickie insisted on a Lotus and purchased the ex-Jim Clark Chassis R8 Lotus 33. So DW Racing enterprises came into being. Clark had



Pauls good friend Cristabel Carlyle



Paul Hawkins in the Lola T70 Mk3B-Chevrolet

severely damaged the car at Aintree the previous year, but the Lotus factory managed to repair it in a state fit for sale.

If they were going to race F1 then Paul said, let's start at the top so the car was entered for the first race of the season, Monaco. His race finished in the harbor when Paul misjudged the chicane and whistled over the bales into the sea sinking to about 30 feet*. A rescue boat was quickly on the scene and in the words of his friend Jackie Epstein "the frogmen swam down to Paul who was getting himself out of the cockpit. As the guy got down to him, the first thing Paul did was to grab the mouth piece from the frogman... take several deep breaths and shoot to the surface, leaving the frogman spluttering at the bottom". With the Lotus salvaged and rebuilt, more dramas followed at Silverstone when Paul's mechanic spun off into a bank re-wrecking the car when he was supposed to be running it in. At the end of the season, Paul had only 4 starts, 2 Tenth place and 2 DNF's. The team was doomed, there was no money so it was time for Paul to move on



Lotus 33 R8 now in a Stockholm museum

In the following year, Hawkins continued to do well in GT and sports cars. He Won the 1967 Targa Florio in a works Porsche 910 with Rolf Stommelen and was second in the Nürburgring 1000Kms with Gerhard Koch. He also won the Paris 1000Kms at Montlhéry when sharing a J W Automotive Mirage-Ford with Jacky Ickx. The success continued in 1968 with victory in the Monza 1000Kms and Hawkins was well placed in another five rounds with John Wyer's Ford GT40 as the marque won the World Sportscar Championship for the second time.

Running a semi-works Lola T70 Mk3B-Chevrolet in 1969, he was battling for the lead of the Tourist Trophy at a wet Oulton Park. He had been leading the race for the first 8 laps and pitted when to become clear that the rain had stopped. Regaining the circuit he took off in pursuit of the lead. His 450bhp Lola leaping around the circuit. He rapidly began to regain places and was lying in 7th position when he came into Island Bend in his legendary full speed slide. Suddenly the Lola went wide and onto the grass, hit an empty flag post, flew back and hit a tree before somersaulted and exploding into a ball of flame. The race was stopped, the indestructible Paul Hawking was no more.

*The other F1 driver to go into the harbour at Monaco was Alberto Ascari. His Lancia left the circuit whilst leading the 1955 Monaco Grand Prix, flipping into the harbour. Tragically, the Italian's miraculous escape was short-lived, as he was killed when testing a sports Ferrari at Monza just four days later.

An accident similar to Paul's was a feature of John Frankenheimer's film 'Grand Prix'. From then on, Paul could be heard saying that the scene was based on his escapade, which he would be pleased to repeat if Frankenheimer should he ever ask! Amazingly, the Lotus was later sold to MGM and featured in, yes you guessed it, the film Grand Prix!



Alberto Ascari's Lancia being lifted out of Monaco har-

Tom

QUOKKA TALK:

LOTS OF LOTUS, PLENTY OF PIZZA

STORY AND PHOTOS BY STEVE PRETZEL

Something different for our monthly 'Meet n Eat' - a short drive from our Kings Park meeting spot to the WA Lotus dealer, Autostrada Lotus Perth, where Managing Director Paul Lombardi and his team were waiting with a showroom full of Lotus and a very large stack of pizzas. The night's event was the brainchild of Club Lotus member Mike Hamilton, who took the opportunity to show off Autostrada's demo Evora 400 to the appreciative group assembled at Kings Park. Mike, always the perfectionist, decided that he needed to fully understand the Evora to accomplish this task, so he selflessly devoted his entire weekend to driving the sensational white beast on some of the twistiest roads near Perth. Onya Mike!



A record turnout of 14 Lotus took off on the short trip from Kings Park to Autostrada. While we didn't get much driving in, we did get to enjoy the sound of a symphony of Lotus in the upper register through Perth's Northbridge Tunnel - led by the mighty Evora, its exhaust setting set to "Yes please!" Our group entirely filled the forecourt at Autostrada, adding to Autostrada's local stock and their track-focussed Cup 220.

It was a great opportunity to meet the sales and service team and get the lowdown from Paul on the future plans for Lotus in WA. Thanks Mike for organising, and thanks Paul and your Autostrada team for the hospitality!



THE BEST OF BRITISH EMR

BY: STEVE PRETZEL

PHOTOS: STEVE PRETZEL AND ELLIE HAMILTON

Last year's British Car Show at Gingin just north of Perth was really quite authentic. Drizzle became rain, then fined up to drizzle as we all slogged around in the grassy parking area trying not to splatter mud on our lovely Lotus. This year's event was much more Perth-like, with clear blue skies and a temperature of 25. Not a tweed jacket in sight, as a dozen plus Lotus (and a trio of ring-in Porsches) congregated at our usual Guildford Station meeting spot. Route coordinator, Wayne Proud, briefed us on the route and we were away.

Half an hour later we were back at Guildford Station to pick up Andrew in the Autostrada Cup 220 who had become separated from the pack. Then we were really away.

Five minutes later we were back at Guildford Station, courtesy of one of the cars taking off ahead of the lead Lotus and turning left instead of right. This time we really *really* were away!

Wayne's route took us through the fringes of suburbia to the tree-lined, roundabout-infested suburb of Ellenbrook. The plan was to avoid the tedium and traffic of Great Northern Highway and deposit us near Bullsbrook from which we would head towards the coast and Yanchep National Park for breakfast, before heading inland to Gingin. Unfortunately the earlier delays meant that the best parts of the route had to be scrapped, so we could arrive at Gingin early enough to take up our reserved position on the grass. This meant a stately cruise up the Brand Highway - perhaps more fitting for the Rolls Royce club than the spirited Lotus. But the sun



The Lotus Train - photo Ellie Hamilton



The tree-lined streets of Ellenbrook - photo Ellie Hamilton



The Hethel Huddle - photo Steve Pretzel

was shining and we were out driving, so it was all good.

Arriving at Gingin in time for elevenses, we filled our allotted area with a colourful palette of Lotus - all three series of Elise's, a couple of Esprits, an Eclat, two Exige's and a gorgeous little Elan SE. Predictably, the 'Hethel huddle' drew an immediate crowd of admirers.

Before long our group had dispersed to check out all the other British marques - and there certainly was an impressive display of classics to exotics, with virtually every British car manufacturer well represented.

Lunch was on the deck of the cafe in the park, before we all headed for home via a multitude of scenic routes. Great weather and a great event more than made up for the shortened drive. We'll just have to park the rest of Wayne's Yanchep route for another day!



The Jaguar Contingent

THE POWER OF THE LANYARD

(OR IN THE IMMORTAL WORDS FROM THE MOVIE "WOGBOYS" "HOW DID YOU SCAM THAT FUCKEN?")

ANNE BLACKWOOD

It seemed like a good idea, so why not? Every two years, two weeks prior to the F1 Grand Prix, Monaco Automobile Club holds Monaco Historique. Once again John Bowers' Jim Clark 1963 World Championship winning Lotus 25 would be competing with Andy Middlehurst behind the wheel. The 25 was the defending champion having won the last three times it appeared at Monaco Historique which means another Chopard watch was in the offing. This event was on my bucket list and opportunities don't always present themselves to join Classic Team Lotus at this event.

Various emails were swapped between John Bowers and Classic Team Lotus and I was on my way arriving in Monaco on the Tuesday prior. I had flown straight through so wanted to give myself time to recover from the hardship of long air travel – a first world problem I know but there you have it. On the Wednesday I caught up with Clive Chapman and John as the transporter arrived and the cars were unloaded. Classic Team Lotus fielded thirteen cars to the event which was a massive logistical exercise.



I quickly twigged how big an exercise this was going to be so set about entertaining myself. Yep. How hard would this be? Acres of magnificent cars, in one of the most spectacular settings in the world. It was rare to find a car worth less than \$1 million. The cars range in age from a 1925 Bugatti to 1980 F1's. There were five ERA's in the oldest class. These included cars from White Mouse Racing – Thai Princes Chula and Bira. There were also five Bugatti's competing.

The next class was for Pre 1961 Front Engined F1 cars and included five Lotus 16, six Cooper Bristols, two Connaught's, three Maserati 250F, etc. etc. Class C – Front Engined Sports Racing 1952 – 57 – four Maserati 300S, six Maserati A6GCS, three Jaguar C Types.....etc. etc. etc.

I carried out exploring the pits, garages, etc. and decided to work out where my pass, given to me by Clive Chapman, would gain me access as there is a very complicated system of passes. Note the picture of Clive Chapman trying to make sense of them. Now for the power of the lanyard. After getting a bit hot and bothered I discovered my pass did not give me access to Pit

Lane but yeh har the red carpet was rolled out, lift doors opened and I was escorted into the Automobile Club Monaco's temporary control tower/club rooms which are set up in the middle of the circuit near the swimming pool and overlooking the Start/Finish. Did I mention the Veuve Clicquot on tap? (Bit of a waste as I'm a non drinker.)

Once that pass and lanyard was recognised, as it was by the officials, I realised I had something quite special. I've learnt also from years of attending F1 events it's important to try and look as cool as a cucumber and not an excitable old ex red head from Australia. Make like this is how you always visit the events. Years of practice have shown me the best way to gain access to the pits, etc. when not holding the correct pass is to act as though you belong but try to keep the smirk off your face.





The John Bowers owned Lotus 25 (ex Jim Clark) goes on the another victory in the hands of Andy Middlehurst

This building, complete with lifts, is a temporary structure of very high standard and is set up prior to the Grand Prix. The views and sound were wonderful. You should have heard those ERA's. Nowhere but nowhere does a racing car sound as good as Monaco with the sound reverberating off those buildings. I went to my first Grand Prix at Monaco in 1984 the year that was torrentially wet; Nigel Mansell fell out of the groove and Ayrton Senna in the Toleman should have won it but it was given to Alain Prost instead.

I scratch my head as to the future of historic racing around the world as it is common to see a sea of grey hair. I was surprised how hard these cars were driven and how well but the common thread is that it is a sport conducted by seniors. We all know it's a hellishly expensive sport so what is the future? Personally, I think it will implode as few young competitors are seen or have the readies to race.

Thursday cars had the opportunity to take part in Free Practice as a shake-down. The 25 was running a new motor that had only been completed approximately three weeks prior to the event. The car is still fettled by the great Bob Dance of Classic Team Lotus. Bob has looked after this car since the 1960's. We celebrated his 83rd birthday during Monaco week.



Anne with the legendary Bob Dance

Friday, was official practice and Saturday was Qualifying. The 25 was looking very comfortable as fastest qualifier followed by the flat twelve Ferrari 1512 driven by Joseph Colasacco. I was watching from Ras-casse which gave me an opportunity to be very close to the cars.

The racing was fabulous and very competitive. The 25 won by a half length in a fabulous drive by Andy. From my vantage point atop the Control Tower I could look down on the cars as they passed by the swimming pool. Andy looks so at ease in the car. He had a bit of an issue with a sticking throttle caused by the amount of cement dust, etc. put on the track to clean up oil spills. By the way, the Monaco marshals are excellent to watch in action. Very polished, efficient and of course, being Monaco, so stylish.

Sunday night saw us get dolled up for the presentation black tie ball held at the Monaco Sporting Club. This was by far the most glamorous event I've ever attended. It was a spectacle of gorgeous women in designer gowns – most of which I'm sure will never be worn again such is the power of Monaco. Ah Monaco where the cars are old and women young. One owner arrived with a young woman on his arm (obviously his niece). This gentlemen is a major shareholder in Walmart. Ahhh..... Monaco.

Also attending were Jacky Ickx (one of my heroes); Thierry Boutsen, John Watson, Mark Blundell, Mika Hakkinen, Jarno Trulli, etc. etc.

Now for some tips if you're interested in attending this event.

I was staying on the border between Monaco and France. French taxis cannot enter Monaco but Monaco tax- is can enter France. Effectively I ended up using an Uber type service staffed by the coolest drivers I've ever seen. Up pulls a late BMW/Benz with very darkened glass. Out hops the driver, usually North African French dressed to the nines complete with Christian Dior keyring. They are courteous and excellent drivers. Each taxi ride cost about Euro 25 (about \$50) and I was using two a day.

Try and stay near the track. Access is very restricted and it makes for a lot easier stay if you are nearby. Monaco is a very safe place with lots of security cameras and an aging population. It's still tax free but the property taxes are horrendous. English is widely spoken as a result of the international nature of Monaco. It is a very charming place to visit.

Phones are a bit of a nightmare as I think there is so much demand on the service at these times that the network simply can't keep up. A quick switch on/off usually did the trick for me.

I left Monaco on the Tuesday morning, at Clive's invitation, and made a flying visit to Hethel to see the new Classic Team Lotus set up. I flew from Nice into London Stansted which is nearer to Norfolk. I then hired



Dummy Lotus 12 complete with a wooden gearbox

myself a flying Fiat 500 – which was a surprisingly good car – and headed through the Norfolk countryside to Hethel. These gorgeous roads were made for Lotus. I paid a quick visit as the transporter had arrived at the same time as me, after returning from Monaco. It was all hands to the pumps as cars had to be prepared for Clermont Ferand and Brands Hatch less than two weeks away. I could see they were going to be very busy.

While there I was luck enough to see the sister car to Mike Bennett's 12. This car was actually a dummy prepared for, I guess, the 1955 Motor Show. It even had a wooden gearbox/diff. It has been owned by the Chapmans the whole time and Bob Dance is bringing it back to life in an 'as found' condition with a working queerbox which has been sourced. I highly recommend to all serious motorsport fans to listen to a recording made by the late/great Peter Ustinov in the 1950's called "The Gibraltar Grand Prix" (available on eBay) about a fictitious motor race. The whole thing is Ustinov making car sounds, driver accents, etc. and he also talks about one car having "a revolutionary wooden engine". I think this may be where ACBC found his inspiration.

Back to Heathrow and then home. All in all I was away twelve days of pure motorsport. It was a very exotic glamorous trip and highly recommended.

Anne Blackwood



2018'S SECOND LOTUS-ONLY TRACK DAY IS COMING UP AT WAKEFIELD PARK

The second Lotus Cars Australia Lotus Only Track Day of 2018, supported by Simply Sports Cars, will be held at Wakefield Park on the 14th of July, and bookings are available now.

Places are strictly limited, so head to the Simply Sports Cars website and get your booking in ASAP.

As usual, the Lotus Only Track Day will be fully supported by Simply Sports cars and will offer Drive, Sprint and Race groups as well as driver training.

The cost for the day is \$325 for the Drive group, \$345 for Sprint and \$385 for Race. Individual driver training sessions are available at a cost of \$100. If you have questions about driver instruction or any of the groups, please contact Emma at Lotus Cars Australia.

The day will kick off in earnest on Friday the 13th with a welcome dinner at the Astor Hotel in Goulburn. The Astor does a great pub meal, and the social evening is the perfect way to get into the groove of things.



Lotus Only Track Days are magnificent opportunities to enjoy your Lotus on the track in the manner for which it was designed, as well as to develop your driving skills in a safe and well-supported environment and, most importantly, to enjoy a countryside getaway with the best motoring community in the country.

Head to the Simply Sports Cars website for more details and to make a booking, and we'll see you at Wakefield Park on Saturday the 14th of July!

Proudly supported by



A Christmas in July Event

2018 Classic Car Display and Charity BBQ

CALLING ALL CAR ENTHUSIASTS!

YOU ARE INVITED TO BRING ALONG YOUR CAR (ALL MAKES)

to the

BDC (NSW) Annual Classic Car Display, Charity BBQ & Mini Swap Meet

in support of

The Kids Research Institute at The Children's Hospital Westmead

When: Sunday 1st July 2018

Where: 280 Penrose Road, Bundanoon *(refer to map on the reverse side)*

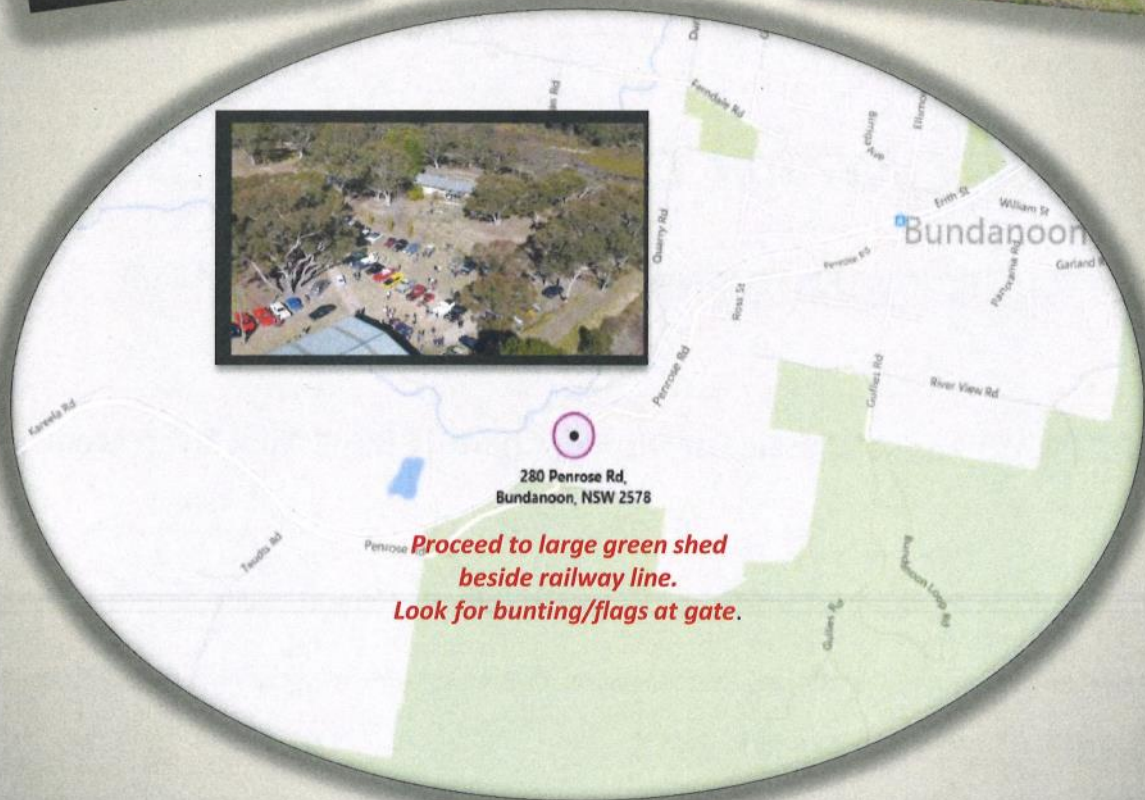
Time: from 11.00am

Cost: Adults \$10 / Children \$5 per head
BBQ, Tea, Coffee and Soft Drinks included

(all proceeds to Kids Research Institute at The Children's Hospital Westmead)

Enquiries: Miles Felstead on 0418 287 388

How do I get there?



ANSWER TO LAST MONTHS "NOW WHO SAID THAT?"



shutterstock - 298261583

Well, maybe it wasn't as easy as I thought. No replies to this one either, . The answer was Australian Daniel Ricciardo from A Reuters article published in the SMH the day after the Chinese GP. Which he won.

"Sometimes you have just got to lick the stamp and send it"



'I don't seem to win boring races.'

Daniel Ricciardo

rices," Ricciardo said. "That was unexpected. It was hectic. I heard the safety car call at turn 14 and they said we are going to stop. It happened very quickly, but it was a decisive, winning move. Sometimes you have just got to lick the stamp and send it. I enjoyed it very much." Reuters

NOW, WHO SAID THAT

A MONTHLY QUIZ AND OK YOU CAN USE WIKIPEDIA IF YOU LIKE! AND REMEMBER THERE IS NOW A MENTION OF THE ORIGINATOR OF THE QUOTE, ELSEWHERE IN THIS NEWSLETTER!



This months quote

"People don't understand that it was maybe my biggest pleasure to drive an F1 car when it's wet."

OK This is not very easy, so a double hint is that he appears in Anne's story on Monaco

Winner announced July

And remember, the quoted person is mentioned somewhere in this newsletter!!

CLA NSW 2018 DIARY

Month	Day Date	Event	Time	Location
June	Saturday, 16 June 2018	AHOC CSCA	8.00am	Wakefield
	Sunday, 17 June 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
July	Sunday, 15 July 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Wednesday, 25 July 2018	Evening at Carbonix	6.30pm	59 Whiting St. Artarmon.
	Saturday, 28 July 2018	Lotus Lunch	12.30pm	Butcher and the Farmer at the Tramsheds 1 Dalgal Way Forrester Lodge
August	Saturday, 11 August 2018	MOCA CSCA	8.00am	SMP Gardner
	Sunday, 12 August 2018	Shann0ns Display	8.00am	SMP
	Sunday, 19 August 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 25 August 2018	MGCC CSCA	8.00am	SMP North
September	Saturday, 8 September 2018	SCCA CSCA	8.00am	SMP South
	Wednesday, 12 September 2018	CLA AGM	6.30pm	Shannons Whiting Street Artarmon
	Sunday, 16 September 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 23 September 2018	All British Days Kings School	8.00am	The Kings School Parramatta
	Weekend 22 & 23 September	HSRCA	8.00am	Wakefield
October	Sunday, 7 October 2018	Day trip to Blue Mountains with Lunch	9.00am	The Potager Mount Tomah
	Sunday, 21 October 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 21 October 2018	TSOA CSCA	8.00am	Wakefield
November	Sunday, 18 November 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
December	Weekend 1 & 2 December	HSRCA Tasman Trophy	8.00am	SMP
	Sunday, 2 December 2018	CLA Christmas Party	12	To be Confirmed
January				

CLA SA 2018 DIARY

Month	Day Date	Event	Time	Location
June	Sunday, 3 June 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
July	Sunday, 1 July 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
August				
September				
October				
November				
December				

CLA WA 2018 DIARY

Month	Day Date	Event	Time	Location
June	Monday, 11 June 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 17 June 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 30 June 2018	TSOA Super Sprint	8.00am	Collie
July	Sunday, 1 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
	Monday, 9 July 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 July 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 28 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
August	Monday, 13 August 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 19 August 2018	EMR	8.00am	Guildford Railway Carpark
September	Monday, 10 September 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 16 September 2018	EMR	8.00am	Guildford Railway Carpark
October	Monday, 8 October 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 14 October 2018	SSES Sprints	8.00am	Collie
	Sunday, 21 October 2018	EMR	8.00am	
November	Monday, 12 November 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 November 2018	EMR	8.00am	Guildford Railway Carpark
December	Saturday, 1 December 2018	SSES Christmas Sprints	8.00am	Barbagallo Raceway

FOR SALE

We are refurbishing the garage and we no longer need a number of tools and offer them to members of CLA in the first instance.

ENGINE HOIST + STABILISER AND ENGINE STAND

We have an Engine Hoist + Stabiliser and Engine Stand. The Hoist has a 1 Tonne Capacity and the Stand 450kg. I've these for 15 or so years and used them sparingly. Due to the weight and volume, its pick up only. We are based in North West Sydney.

Available for one lot as they need to be gone !

Price for both Hoist and Stand \$200 pickup only.



MICROMETER SET (MITUTOYO STYLE) - OUTSIDE MEASUREMENTS: 0 TO 150MM



6 Micrometer Set (Outside measurements), plus guides and calibrators. All in a wooden case. Never Used: Brand New
Sale Price: \$300ono. These sets are over \$750 new.

MICROMETER SET (MITUTOYO STYLE) - INSIDE MEASUREMENTS: 50MM TO 300MM

Micrometer Set (Inside measurements), plus guides and calibrators. All in a wooden case.

Never Used, Still in wrapping: Brand New

Sale Price: \$120 ono. These sets are over \$250 new.

Due to the size of the Hoist and Stand and nature of the micrometers, it will be Pick up Only in North West Sydney.

Any questions or to make an offer, please contact Craig at : craig.sheppard@gilbarco.com



FOR SALE

For sale my 2007 Exige S, this car has been regularly serviced and enhanced by Chris at Automotion in Brisbane. It has approximately 89K on the clock and is currently registered until 5/2018

This car has been my pride and joy and I have spent in the order of \$140,000 on it over the last 5 years.

It will be well recognized by many in the Lotus community and is one of the most sorted Exige series 2 cars in Australia.

No money has been spared in regular maintenance and it has installed almost every aftermarket item that Simply Sports Cars sell, to ensure reliability, safety, and performance.

I am only selling it to make room in the garage for a new Lotus Exige Sport 350 that my son and myself can use to compete in the GT Sports Trophy class in Targa's.

There are too many enhancements to list here and I welcome an email or phone call, so I can send the list to anyone that is interested in the car. Instead of buying a stock car and then catch-



ing a dose of update-itis, I offer the opportunity of saving a fortune on upgrades and getting to use a genuine weapon straight out of the box.

It has a Neil Trama "black" engine with 315rwhp that was fitted only 400KMs ago.

The car will be sold with black team dynamic wheels with Kuhmo V700 semi slick tyres fitted. On the down side the paint work in the front and lower side sills has lots of stone chips, which is common for a lotus that has been used as it was designed for by the manufacturer.

The Car has done a 1:04.9 around Wakefield in the hands of an average driver (me)

Also done a 1:26.2 around the 3K track at Morgan park (same average driver)

It is the most fun go kart on steroids you can drive.

Asking \$66,500 Call Darryl on 0411075566.

(List of Modifications on next page)



Body

Carbon Fibre rear wing, SSC 5 element rear diffuser, Carbon fibre side scoops, Carbon Fibre roof, HID low and high beam headlight kit, Carbon Fibre front canards, Carbon Fibre side skirts, Carbon Fibre side sills, Carbon fibre door panels, Carbon Fibre Gearshift cover
BOE Clam hinge kit, newly fitted front windscreen, Front and rear tow loops

Suspension

3 way adjustable 46mm Nitron shock absorbers (full rebuild 18 months ago)
Eibach 850lb rear springs, Eibach 500lb front springs, SSC front sway bar, SSC rear toe links
EP lightweight steering arms (fitted to give more camber adjustment), SSC bushing kit

Brakes

Big Brake kit all 4 wheels, SSC upgraded Brake master cylinder, Brand new rear pads FERODO DS2500 (Front pads replaced 03/17)

Engine and Mechanical

Neil Trama "Black" engine producing 315RWHP (fitted new around 400km ago)
SSC TVS supercharger kit, SSC Chargecooler kit (rear chargecooler tank replaced 04/17)
SSC ECU, PWR triple pass radiator, SSC Fuel Surge Tank, including pump, BOE Oil Catch can
Battery isolator, 6 month old lightweight odyssey battery, Starter motor overhaul 09/17
SSC main gear shift cable' SSC crossgate gearshift cable' New Exedy Organic pressure plate and heavy duty clutch, Custom 500hp rated Monkey wrench racing axles, Monkey wrench racing E153 adaptor kit, E153 gearbox rated to 800HP, Kaaz close set ratio gears fitted to E153 gearbox, Mososo Baffled sump, SSC Baffled fuel tank, Near new SSC Titanium muffler
Near new SSC Headers' SSC low ratio steering rack, braided oil lines fitted to oil coolers
Oil pressure gauge, Oil Temperature Gauge, Boost Gauge

Other items

Fire extinguisher fitted to passenger front floor, Battery isolator, Schroth 6 point harness fitted to drivers side (seat modified for between leg strap), Rear harness bar fitted
Eliseparts Wheel stud kit, Alpine Bluetooth CDA-137EBT head unit, Video VBox lite fitted with analogue transducer for brake and throttle position indication, LED shift light



FOR SALE

For sale: Lotus Elan S3 SE Coupe. Serial number 36/6858. NSW Historic rego. Bahama Yellow respray (originally blue, then black). Imported from USA in "project" state in 2010 and lovingly and painstakingly restored in my garage over the next 5 years. Fully photo-documented and costed on a spreadsheet. A full body off rotisserie restoration onto a new Spyder chassis, including Spyder rollbar and side intrusion. Fully re-trimmed. The only **totally** leak free twin cam motor I have ever assembled! Has driven very few



miles since completion, only to Kings Day and for its annual health check-up. This car deserves to be driven much more



than it is. It's not perfect, not show quality, but it is very very tidy, and starts on the button, and all electrics work. I have found that for me, with car restorations, the journey is more fulfilling than the destination. I would be delighted if someone from the Club took over its care and exercised it regularly! Cost? I'm thinking \$65,000 but come and have a look, have a drive and you tell me what it's worth. Robert Verhey. Ph. 0421313257

FOR SALE

Set of Tecalemit-Jackson mechanical injection manifolds
Possibly off one of the Geoghegan race cars of the early 60's

Suit that early Lotus F1 car you have sitting in the garage

Price \$650 plus freight from near Brisbane

Contact Bill by email at wsamways@bigpond.net.au

