February 2014

Club Lotus Australia

The Newsletter of Club Lotus Australia (NSW) Inc.



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- The final F1 races of 2013 and what's new in F1 for 2014
- A rare Lotus 20 simulator car goes up for auction
- Lotus cars show the strongest growth of all cars in the UK

Club Lotus Australia
February 2014

This Newsletter is the 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: . The Indianapolis Turbine car, the Type 56. One of these has now returned to Classic team Lotus for restoration (see story page6).

NSW General meetings are normally held on the 2nd Tuesday of each month. This months meeting is on Tuesday 11th February at Simply Sports Cars, 17 Hotham Pde Artarmon. From 7.00 pm.

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The South Australian Club meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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Presidents prattle
With Aston Roskill



February 2014 newsletter

Happy 2014 everyone!

Last year finished with a flourish, not least the excellent CLA Christmas Party and subsequent joint newsletter with our friends in Victoria and Queensland – if you didn't receive a hard copy in the post, please make sure we have your correct address on file (email to Elliott Nicholls at enicholls@clublotus.com.au) and while you are at it, if you haven't already done so, make sure your membership renewal is up to date! Remember that we are now offering a three year membership for just $100, which represents a significant saving on the annual fee, while hopefully reducing the workload on Elliott!!

And 2014 gets off to a fantastic and busy start so get your diary out! By the time you read this, we will have already had the CAMS Come and Try Day for 2014 (Saturday 18th January) where it was lovely to see some familiar faces, and even better to meet some new ones interested in cheap and accessible motorsport; we managed to recruit a new member (Martin Duursma, welcome!) at the CAMS day who then brought along his Exige S to our next event, the CLA round of the CSCA Championships on 1st Feb at Wakefield Park (more from Mike on this in the March Newsletter). As always, this event was brilliantly run by Mike, and very well attended by CLA members (thank you all for your help), ensuring a great start to the sprinting season and a very social day!

Next weekend (**7-9 February**) is the Bathurst 12 Hour, where SSC will be campaigning an Exige GT car as well as supporting Mark O'Connor's Exige with drivers from the UK, so the pits will be busy, but I am sure that anyone turning up will be most welcome, and several of us are heading out that way, so please do come along and say hello.

Fast approaching (**Tuesday 11th February**) is the first of this year's General Meetings, which will be a BBQ held at the smart new showrooms and workshops of Simply Sports Cars at 17 Hotham Parade, Artarmon. If you haven't had the pleasure of seeing the new home of Lotus in NSW, please come along and meet Lee and his excellent and enthusiastic team – these guys really know and love Lotus, so it is a great pleasure to have them as our local distributor.

The weekend of **March 8-9th** sees the return of the Top Gear Festival to Sydney Motorsport Park, and by all accounts a bigger and better show than last year. CLA has been asked to provide a static display of 20 cars and we have a wide and interesting range of Lotus cars from through the ages with representation of most models from the Seven through to the Exige S. Come and catch up – we might even have refreshments available for members! (Details Page 19)

At our General Meeting on **March 11th**, Giles Cooper will be talking to us about his epic journey from San Francisco to the Arctic Circle in his Elise; this is a fascinating story, and well worth hearing! We will be kindly hosted by Ateco in their spectacular showrooms in Waterloo.

We are planning the first drive day for a while to the Hunter on the **23rd March** to visit Peter Ross' new cider-orchard-cum-goat-farm, with lunch at the Woolombi Pub. We will be trying to avoid this turning into a madcap charge, so those wishing to meet us there can do so, or we will be leaving Sydney in small groups for the scenic route via Wiseman's Ferry (coffee) and Mangrove Mountain. More details to follow, but put the date in the diary!

Over the weekend of **12-13th April**, the organisers of the Tamworth Country Classic Motor show have asked if we would be prepared to put a few cars together for their indoor display – they would like a range of models through the ages, so if you are interested and prepared to drive to Tamworth, please drop me a line at ashton_roskill@mac.com More details at www.tamworthmotorshow.com/

And in between all this, the new Lotus Exige Roadster will be launched! Full details have yet to be finalised, but if you want to catch a glimpse, you'll have to be fast – it is a great looking car, and very quick.

I look forward to catching up with you at one of the many events planned, and in the meantime, drive safely and keep it right-side up and on the blackstuff,

Pip pip

Ashton

From the Editor
Tom Devitt

While waiting for a ferry last week, I spied an elderly chap wearing an audaciously loud jacket with the NASA logo emblazoned on the pocket as only Americans can do. While he was studiously ignored by the majority of the adult commuters, 2 small boys nervously approached him, and after ascertaining that he really was an astronaut the smaller of the 2 asked him "Was it fun?"

Clearly, this was the first time he had been asked such a disarmingly simple but deeply incisive question so he had to give it a moment of thought. Then he looked up, smiled at the boys and nodding his head said "Yes!"

This of course got me thinking, I guess that's the main reason we all drive Lotuses, because they are FUN!! (When they are going well & behaving themselves of course!!)



The nose pod of the 2014 Lotus is garnering a bit of controversy, but will it get to Melbourne

Speaking of going well, in the Lotus Formula one camp, reports coming out are not too rosy! As a driver to replace Kimi, they opted for Pastor Maldonado who came with £30Million from his families Venezuelan Oil interests. Probably not the best option amongst the available drivers but with team debts exceeding £100 Million, it was probably a necessity. Additionally the team has lost some of their most valuable senior technical experts. These include Technical Director, James Allison, Head of Aerodynamics Dirk De Beer and the Head of Fluid Dynamics Jarrod Murphy. Also with the new F1 engines (see page 12) the team has to queue-up behind Red Bull to get the technical support from Renault it will almost certainly need. The trouble in the camp is further exacerbated by the fact that the team has now missed 4 days testing at Jerez, which leaves only 8 days at Bahrain before they wheel onto the track in Melbourne. A recent press release spoke of a new sponsorship deal with Saxo Bank (A Danish investment institution) but no details as to how much they are contributing. Meanwhile their inclusion on the official entry list for the 2014 season was marked as 'subject to confirmation' until early this month when the team finally paid the necessary entry fees.

Member Ed Holly has organised a deal with Repco whereby CLA members can become members of the Repco VIP club. They offer substantial discounts on many popular items See page 18 on how to join.

The club committee had its first meeting for 2014 on the 23rd January. Minutes of this meeting are published on pages 21 to23.

On February 9th, SSC-Lotus (The newly appointed Lotus Dealer) is campaigning two Lotuses in the Bathurst 12 hour (an Exige S and an Exige Cup R). They will be running in Class C and on February 11th, when they are hosting the February CLA meeting, there will be the opportunity to see both of these cars in all their post-race glory.

A call from the committee for a volunteer to host a Bloke's Shed for the October monthly meeting. If you are up for it, drop me an email & I will give you all the details (t.devitt@bigpond.com)

For those wanting an update on the progress of Bruce Mansell following his dreadful accident, there is the opportunity to catch up with him on Wednesday 19th February. He will be attending the LEADFOOTS luncheon - as he has done for the last 15 years – and would welcome the prospect of receiving your wishes first hand. If you would like to attend, please contact Brian Caldersmith ASAP so that the numbers can be confirmed. briantc@bigpond.com 0401 927 275, 9449 1740. PLEASE BE QUICK!!

Tom

From the Track with Mike Basquil

2014 CSCA January Report

It seems hard to believe that the 2014 season is almost upon us, in fact by the time you read this Round 1 will have been run and won. In the combined Newsletter I gave a brief description of the final round of the 2013 season hosted by the Sprite Club, at close of play Rex Hodder and Richard Wilson are joint Champions winning their classes at every event. See page 18 for the Club Championship results. CLA won the Club Championship (by sheer weight of numbers) and we took the silverware in just about all classes we contested

That leaves us with the 2014 season dates are listed below to mark your dairies

Round 1 Club Lotus Australia (CLA ***Wakefield Park Saturday 1st FEBRUARY Confirmed***

Round 2 – TBA MIDWEEK Seeking a Friday at SMP

MG (MGCC & MGNC) ***SMP Eastern Creek MONDAY 5th MAY NORTH Circuit – TO BE CHANGED***

Round 3 Jaguar Drivers Club of Australia ***SMP Eastern Creek North Sunday 1ST JUNE Confirmed***

Round 4 Austin Healey Owners' Club ***Wakefield Park Saturday 28th June***

All British Race Meeting ***Sunday 29th June***

Round 5 Morgan Owners' Club of Australia ***SMP Eastern Creek Saturday 16thAugust Brabham Circuit***

Triumph Sports Owners' Association (TSOA) & CSCA Driver Training Day ***Wakefield Sat 25th October***

Round 5 Triumph Sports Owners' Association ***Wakefield Park Sunday 26th October***

Round 6 Sprite Car Club of Australia (SCCA) ***SMP South Circuit Sunday 14th December***

Add to that the *SSC Lotus Only Track days in 2014. at Wakefield Park for the Race/Sprint/Drive/Ride days on Friday April 11 and Friday June 27 noting that this is the Friday before the Healey Round and there is the All British Day on the Sunday. If we had enough interest I will approach Wakefield Park Management and see if I can put together "Lotus Regularity" like I did in 2010 at the All British Event.*

As you can see we have some big gaps in the Calendar early in the year and you will note from the Committee Minutes elsewhere in the Magazine that we intend to run a Driver Training/Track Day again this year. This will be a mid week event at Wakefield Park and as yet a Date hasn't been booked but I will keep you informed of both the date and the format of the day.

The planning for Round 1 is complete with the paperwork shuffled many times over so the first outing of the year will see us taking over Wakefield Park once again with a full field of competitors. Unsurprisingly of the 100 entrants 37 are CLA members - which is a great turn out, but I find the dropping numbers from the other association Clubs an area of concern. At our event I'm introducing a new format for running the Supersprint in an effort to give the competitors more time on track and everybody the opportunity to post that personal best it all works well on paper the proof (or failure) will be evident on the day. Once again I will be using the Competitors on a roster system to manage the "official" duties required in running the day, in the past this has been a great way of getting everyone involved to see how it is done, and to meet and talk to all the other competitors. If you are interested in our Series as either a competitor or an official come to one of the events and say hello or drop me a line for more information and have some fun with some other like minded souls. A full report with results and hopefully Photos will be in next month's magazine.

Another initiative a few of us were involved in was the CAMS Come & Try Day held at SMP on the 18th January this is a great opportunity for those who have never been on track before to experience what it is all about at a very affordable cost in a safe environment. What it did highlight for me was that there are some very high performance "standard off the Showroom Floor" vehicles in the market place and the skills required to drive them on track is limited to only a handful and this is an area we need to address. Driver Training in all its forms needs to be increased if only to ensure our own safety on the roads. Much was learnt by both the Students on the day and the organizers and I feel the next of these events will be even more beneficial for all involved.

See you at the Track,

Mike Basquil

Cover Story
The Lotus 56 Turbine car

In late December last year legendary entrant and former STP marketing executive Andy Granatelli passed away at the age of 90. He was solely responsible for bringing the striking STP Day-Glo livery to racing, which since the 1960s has been worn by a great number of single seaters and sports cars. Perhaps the most famous of all and certainly well ahead of its time was the Lotus 56 Pratt and Whitney fielded in the 1968 Indianapolis 500. The wedge-shaped car was powered by a turbine engine and also used a Ferguson all-wheel drive system. Driven by Joe Leonard and Graham Hill, it was the fastest of all cars at Indy that year. Sadly pole-man Joe Leonard was robbed off a certain victory when his turbine engine failed with just ten laps to go



Andy Granatelli



The turbine car had no gearbox so only an engage-disengage lever between the drivers legs

The Lotus 56, was built around a full-length aluminium monocoque chassis. The fuel was stored in huge tanks in the two side-members of the chassis. Suspension was by double wishbones all around, with the coil springs, dampers and disc brakes mounted in-board to reduce the unsprung weight. The rolling chassis was clothed in an altogether less conventional wedge-shape body. The body effectively formed a single line from the low and sharp nose to the tall, cut-off tail. As the turbine engine did not need a radiator, the clean lines were not disturbed by a large radiator opening. Carefully developed in the wind-tunnel, the design was deceivingly simple.

To power the car, Chapman and Granatelli had signed an exclusive deal for the use of a Pratt & Whitney industrial turbine that could be modified to meet the regulations. These restricted the amount of fuel and air fed into the turbine. The modified Pratt & Whitney engine featured a three-stage compressor and depending on ambient temperature and altitude produced around 430 b.h.p. The turbine was mated to a Ferguson all-wheel drive system with the transfer box mounted between the driver and the engine. This system had already been tried and tested in Ferguson's own cars that had run at Indianapolis between 1964 and 1967. Due to the engine's abundance of torque across the rev-range, no conventional gearbox was needed.

Four cars were readied for the Indianapolis 500 with the plan of fielding two as a Lotus works entry with STP backing and a single car as a STP entry for an American driver. Although slightly down on power compared to the piston-engined cars, the Lotus 56s proved to be quick straight out of the box. Unfortunately, Mike Spence crashed his car heavily in practice and tragically succumbed to his injuries a week later. The accident meant the spare car had to be



The Pratt & Whitney logo from the original car



This restored Lotus 56 appeared at Goodwood in 2008

pressed into service and a reshuffling of the driver line-up. Eventually Lotus and STP opted to run 1966 winner Graham Hill alongside seasoned Americans Joe Leonard and Art Pollard in what were by then referred to as the 'STP Wedges'.

On the track they amazed all of the onlookers as they flew past with barely a whisper from their turbine engines. The drivers also were initially intimidated with the creaks and groans emanating from the car is it went around the circuit, noises normally drowned out by the roar of the engine in a traditional racing car.

During qualifying Leonard proved to be fastest of all with an average lap time of 171.599 mph, narrowly beating Hill, who would start alongside him. Leonard led the race early on and remained in contention throughout the event. Hill was the first to retire after his car hit the wall. Pollard's Lotus 56 ground to a halt after his turbine failed. Sadly, the same happened to Leonard while in the lead with just ten laps to go. Both engines had died because of a minor component in the fuel pump had broken. The 2 damaged cars were returned to Hethel for repair in July, but a souring of the relationship between Granatelli and Chapman meant they were not shipped back to the states until October. The three cars and were raced for the remainder of the year by Granatelli and Parnelli Jones (who had purchased the Leonard car) but with little success.

At the end of the year, both turbine engines and four-wheel drive systems were outlawed, rendering the Lotus 56 obsolete in its original form. Parnelli Jones did race his car with a piston engine briefly and with little success. Back in England, Lotus did continue development work to create a turbine-engined Formula 1 car. Dubbed the 56B, it was ready in 1969 but did not race until 1971 when Emerson Fittipaldi drove it several times, scoring a second place finish in a F5000 race at Hockenheim. For the following season (1969) the turbine car was banned and Lotus replaced it with the Ford-engined Lotus 64, which for a variety reasons, proved to be an unmitigated failure and none of the 3 cars built were ever raced.



The Classic Team Lotus group welcome home the Type 56 in December last year. Clive Chapman is second from the left and Bob Dance is on the far right. Clearly all rugged up on a cold & wet December day.

Now comes the news that the new owner of one of the cars has recently shipped it to Classic Team lotus at Hethel for a full restoration. If the number on the car (70) is to be believed, it is the Graham Hill car (56/3).Team manager Chris Dinnage will work with Lewis Cunningham and Bob Dance (Who worked on the car when it was originally built). Clive Chapman, Colin's son and MD of Classic Team Lotus "I am delighted that Classic Team Lotus has been entrusted with this exciting project. December 2013 is the 20th Anniversary of the company and restoring such an important example of my fathers work is an idea way to recognise this landmark.

(The other car pictured in this article is the Joe Leonard car No.60 (56/1) and were taken at Goodwood several years ago.)

Quokka Talk (WA's lotus scene)

By Eddie Lankhorst

In 2014 CLA are looking to establish a Lotus Championship as well as a full calendar of events for CLA-WA members.

To start with we propose 6 dates that should form our championship. These are all timed events and points allocated according to your results and your car class. Proposed dates are:

Sat 22nd Feb - Barbagallo sprints

Sun 23rd Mar - Collie Sprints

Sun 3rd Aug - Jacks Hill (Barbagallo)

Sun 7th Sept - Jacks Hill (Barbagallo)

Sun 9th Nov - Collie Sprints

Sat 6th Dec - Barbagallo sprints

These events are all run under the CAMS Speed Event Series

(previously LF Series). http://thenewspeedev...ect.net/events/ The speed event series is a not for profit association which are sponsored by CAMS and numerous commercial sponsors to keep your costs down.

The above list of dates are not a complete list of their series but have been picked as the most convenient events for our championship. That is, Collie dates also include a Hill Climb event at Phils Hill on the Saturday, plus there are Busselton and Albany dates.

To enter the Lotus championship, you need to be:

Member of CLA,

Register with the CAMS Speed Event Series ($50). This will ensure your place within the series.

Each SES event will cost between $100 to $125, so good value for money.

You must compete in a minimum of three events for your points to be eligible. Compete in all six the better your chances of being top dog. We must have a minimum of three cars in each category. Proposed categories for our Lotus championship are:

Clubman

Esprit/Éclat/Excel/Elite - (na and forced induction)

Elise/Exige/240R/Early Europa/Elan - (na)

Elise/S2 Exige/2-Eleven/Modern Europa - (Honda &/or forced Induction)

V6 Exige & Evora (na or forced induction)

If you are someone who participates in the MC Motorsport series, or other speed events, most of these dates should not interfere with your continued participation. But these events will be run as a true professionally run sprint series where you will be timed on the track with approx. 8 other similarly paced cars over about 6/8 laps (Barbagallo and Collie tracks), so it will be a more exciting experience. Plus you will get an exclusive trophy to show off, if you win.

OTHER EVENTS for 2014 are:

Go Karting - making this a permanent feature on your calendar and think for weather sake that April and October will be good months to run these - your input is appreciated,

Regular monthly Monday night Kings Park Boab Tree meets and the Pizza/Fish&Chip Run,

Regular monthly Sunday EMR's (usually scheduled Sunday after the Monday Pizza/Fish&Chip Runs),

Participation in Car Shows - e.g. Gin Gin (18/5/14) and possibly the Classic Car Show at Whiteman Park (27/4/14),

BBQ and Mystery Car Rally.

Please contact Eddie Lankhorst (elankhorst@optusnet.com.au) if interested in participating in the Lotus championship. If we get enough interest we will be in contact with you regarding the next steps which will involve registering with the Sprint Series as these will ensure you are part of the action.



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Formula 1 News

Last events of 2013 from USA & Brazil

The USA Grand Prix held at Austin, Texas was run on17th November. The starting grid was as follows: 1. Sebastian Vettel, 2. Mark Webber, 3. Romain Grosjean, 4. Nico Hulkenberg, 5. Lewis Hamilton, 6. Fernando Alonso, 7. Sergio Perez, 8. Heikki Kovalainen, 9. Valtteri Bottas 10. Daniel Ricciardo, 11. Paul di Resta, 12. Nico Rosberg, 13. Felipe Massa, 14. Jean-Eric Vergne, 15. Jenson Button, 16. Adrian Sutil, 17. Pastor Maldonado, 18. Giedo van der Garde, 19. Jules Bianchi, 20. Esteban Gutierrez, 21. Max Chilton 22. Charles Pic.

As the red lights went out, both Red Bulls got a good getaway but it was Vettel who held the outside line into Turn 1 and as Webber tucked in behind, Grosjean drove outside of Vettel's line and slipped through into second. By Lap 11, Heikki Kovalainen running for Lotus for the first time as a replacement for Kimmi, showed his race rustiness by slipping from P8 to P12.



Yahoo!! Texas Grid Girls stepping out

Vettel set a series of three fastest laps on Laps 15, 16 and 17 to take his lead out to 7.4 seconds and we got the familiar reaction from his engineer, Rocky who told him, "going as far as we can is more important than going as fast as we can." As if to put in a cheeky little comeback Vettel minded his manners on Lap 18 and then put in another fastest lap, a 1:43.252 on Lap 19. Siss boom!!

Webber made an easy DRS pass on Hamilton Lap 13 by which time Vettel was 4.7 seconds in front of Grosjean and Grosjean was a further 5.2 in front of Webber.

For the first time Grosjean was significantly faster than Vettel on Lap 26 and Rocky's wise words that the tyres could fall away rapidly proved to be correct. Vettel had to come in at the end of Lap 27 - along with Nico Hulkenberg - a rare situation, Webber having run longer in the first stint. Mark pitted the following lap and then Grosjean on Lap 29.

As the cars had made the medium tyre last till almost half distance there was little question that the front runners were all going to be one-stopping.

At the front, Romain Grosjean's hold on second had looked very tenuous after the pit-stops with Webber just 1.0 behind the Frenchman on Lap 34,



Romain, obviously not keen to be seen in the silly hat!

but despite putting in a fastest lap on Lap 37 he wasn't able to find a way past the Lotus. Vettel had a ten-second gap at the front. This wasn't going to be an Abu Dhabi-like advantage.

The battles in the closing stages looked to be Webber versus Grosjean for second, Alonso versus Hamilton for fourth, Rosberg versus Bottas for eighth (though Nico had a 3.7 gap to close on Lap 47) and Button versus DiResta for eleventh.

Grosjean set the fastest lap of the race on Lap 52, a 1:40.445 to keep Webber at bay. With his usual abandon Vettel reclaimed the fastest lap of the race on Lap 54, a 1:39.856.

Vettel make history and win eight races in a row in a single season, followed home by a jubilant Romain Grosjean and Mark Webber who had tried KERS at every point in the circuit to find a way past and come up short every time. Lewis Hamilton was able to finish ahead of his grid position for once in fourth and Alonso hung on to the end in fifth with Hulkenberg sixth and Perez a long way back in seventh.

Heikki Kovalainen finished in 15th, 95 seconds behind Vettel.

On the 24th November, the final GP of the year was run in Brazil. Grid positions were as follows:
1.Vettel, 2.Rosberg, 3.Alonso, 4.Webber, 5.Hamilton, 6.Grosjean, 7.Ricciardo, 8.Vergne, 9.Massa, 10.Hulkenberg, 11.Kovalainen, 12.DiResta, 13.Bottas, 14.Button, 15.Sutil, 16.Maldonado, 17.Gutierrez, 18.Pic, 19.Perez, 20.van der Garde, 21.Bianchi, 22.Chilton



Brazilian Grid Girls in a happy mood!

As the lights went out, Sebastian Vettel was slightly slow away and very wary of an attack from Alonso behind him. He left the door wide open for Nico Rosberg who swept through on the inside to take the lead. Lewis Hamilton got a much better start than Webber and Alonso and was up into third. Felipe Massa got a brilliant start from ninth and was up alongside Webber going through the Senna Esses but at the last second decided not to push his luck too much further and dropped behind the Red Bull going towards Turn 3.

It was a clean getaway at the front, but as the cars streamed around, Vettel was not going to sit back in second and was right behind Rosberg through Juncao at the bottom of the hill and ahead of him by the time the cars crossed the timing beam.

By Lap 3 we'd lost the Lotus of Romain Grosjean in a cloud of oil smoke, the Renault engine in the back having given up the ghost on its final outing. Nico Rosberg looked to be having problems in defending second after Alonso eased himself by on Lap 4 with Mark Webber closing in. Out front, Vettel was creating a usual Vettel-sized gap, 3.7 seconds on Lap 4, 4.9 seconds on Lap 5, 5.6 seconds on Lap 6.

Mark Webber was up into third past Rosberg at the start of Lap 7 using the DRS on the main straight. On Lap 11 Mark Webber was right behind Fernando Alonso and Lewis Hamilton moved past Rosberg into fourth. At the end of Lap 12 Webber was able to make it a Red Bull; 1-2 with his teammate already eight seconds further down the road.

On Lap 43 Nico Hulkenberg reported that it was raining although it was only a few drops that fell. Down below the circuit it looked like a mist was rolling in, but lap times were still good.

Finally Max Chilton was on his way to completing all 19 races in a season, something never done before by a rookie. On Lap 68 he was in the pits and reporting a bad vibration on his Marussia. They changed the tyres and sent him on his way to complete the race two laps down. Not only a new record for Marussia, but a confirmed 10th place after a lack of rain and casualties meant that Bianchi's 13th place in Malaysia was good enough to take tenth place in the Constructors' Championship.

Vettel crossed the line to equal Michael Schumacher's 13 race wins in one season record and Ascari's 9 consecutive wins in a row. Webber took his helmet off after he crossed the line in second to listen to the fans on his final tour to parc ferme. Alonso was eight seconds back in third. The second Lotus on Heikki Kovalainen finished 14th down one lap.



The required end of season photo (Romain's lost his cap, naughty boy!!)

Changed engine regulations mean a whole new game for F1 in 2014

The 2014 Formula 1 season will see one of the biggest changes to the Formula's engine regulations in the history of the sport. Now V6 in place of the V8 of previous seasons and turbocharging, last allowed in 1988, returns. However, the big change is where the power comes from and the Energy Recovery Systems (ERS) will become integral to performance

To quote Renault Sport deputy managing director Rob White, "The next generation of F1 cars will be powered by a turbocharged 1.6-litre V6 internal combustion engine of around 600 b.h.p., plus around 160 b.h.p. of electrical propulsion from the energy recovery system, meaning the term 'engine' will no longer fully describe a car's source of propulsive power. It is more relevant to refer to the complete system as a 'Power Unit.'"

The current Kinetic Energy Recovery Systems (KERS) will be replaced by much more powerful units, recovering not just kinetic energy but also heat, these are called motor generator units (MGU's) and are simply electrical machines. When operating as a motor, the MGU converts electrical energy to mechanical energy. When it operates as a generator the MGU converts mechanical energy to electrical. The 2014 Power Unit uses two MGU's, an MGU-H (H for Heat – exhaust energy recovery) and MGU-K (K for Kinetic – kinetic energy recovery during braking).

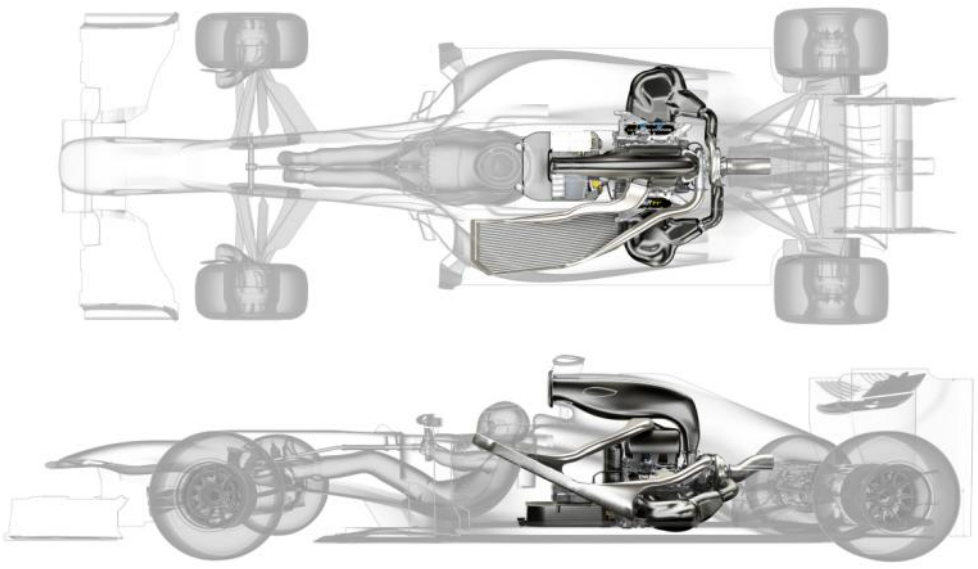
The MGU-K is connected to the crankshaft of the internal combustion engine and is capable of recovering or providing power (limited to 120 kW or 160 b.h.p. by the rules). Under braking, the MGU-K operates as a generator to slow the car (reducing the heat dissipated in the brakes) and so recovers some of the kinetic energy and converts it into electricity. Under acceleration, the MGU-K is powered (from the Energy Store and/or from the MGU-H) and acts as a motor to propel the car.

The MGU-H is connected to the turbocharger. Acting as a generator, it absorbs power from the turbine shaft to recover heat energy from the exhaust gases. The electrical energy can be either directed to the MGU-K or to the battery for storage for later use. The MGU-H is also used to control the speed of the turbocharger to match the air requirement of the engine (e.g. to slow it down in place of a wastegate or to accelerate it to compensate for turbo-lag.)

With these changes comes the issue of reliability. The new engines represent a huge step into the unknown and there are only three weeks of on-track testing before the cars race for the first time in Melbourne.

Another change in the regulations is a new fuel limitation. In 2014 F1 cars will have to complete the same race distances as they did in 2013 but with just 100 litres of fuel. That's roughly 35% less than was used in 2013 (depending on the circuit) and presents a serious challenge for engineers.

Because the engines cannot be changed after March 1, engine management software becomes the only way to modify the engine performance. To quote Renault's head of track operations Remi Taffin: "The software is going to be the key factor for performance. You could run the engines next year in a very simple way but it's not going to be efficient. The software will again be key and we will need these things to work, because if they are not working to plan then when you get in the race it will be hurting lap time quite a lot. The hardware is frozen by March 1 when we give the specification to the FIA and the software will be the one thing where we can keep developing into the season. That is where we are going to get the performance out of it, because we have a certain type of hardware that we will anticipate we will be running at one point, but maybe when we get to Melbourne we will not be right there. Then you will see performance developing through the season and maybe 50% will be coming from the way we manage this."



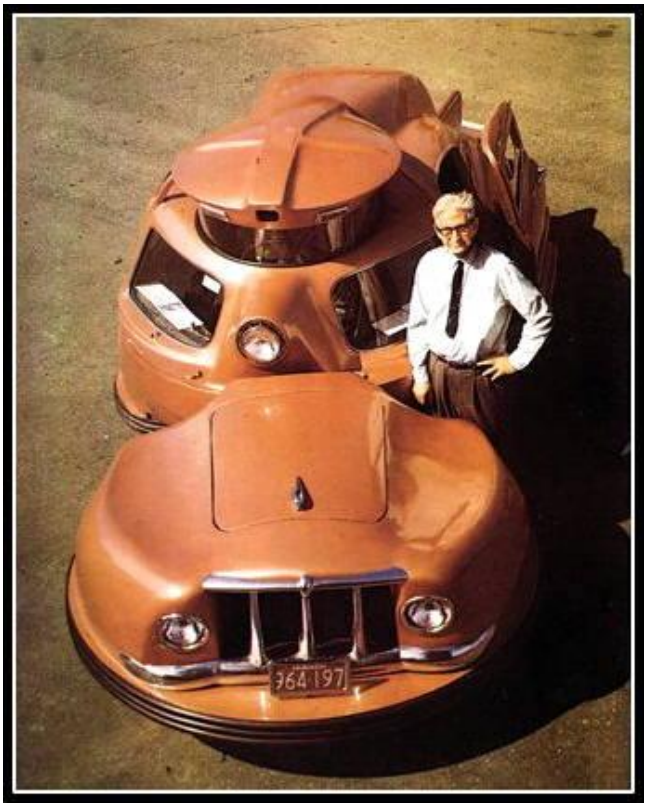
Cutaway of a typical 2014 F1 car showing the Renault engine layout

Motoring roundup

It doesn't all have to be about Lotus does it?

Sir Vival, the safety car from a future that wasn't

Walter C. Jerome of Worcester, Massachusetts was a man possessed by a mission to make the world's safest car. In the end, he failed to advance auto safety but Jerome's segmented sedan might easily qualify as the world's strangest car.



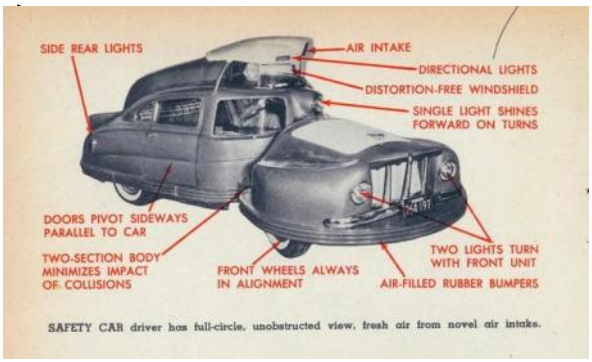
Walter with his 'creation'

Primarily concerned with head-on collisions, Jones split his car in two, hoping the front section would absorb collisions, leaving the passenger cabin untouched. Using a heavily modified 1948 Hudson sedan as a rear section, he built a raised turret to provide the driver with maximum visibility, a goal he furthered with a 360 degree wrap-around screen that constantly rotated past built-in squeegees to wipe it clean.

Wrap-around rubber bumpers protected the Sir Vival's bodywork from errant motorists in slow speed collisions but they were just one of Jerome's innovations. The Sir Vival was years ahead with seat belts, a padded interior, and built-in roll bars.

Auto safety has two parts: passive safety concerns passenger protection once a collision occurs, and active safety, or a car's ability to avoid accidents due to handling and braking qualities. Like most Americans, Jerome focused only on passive safety, ignoring the fact that his car's awkward separation into dual modules necessitated atrocious handling.

The Sir Vival appeared on magazine covers and Jerome had fancy two-colour sales brochures printed that extolled its virtues. But its fifteen minutes in the spotlight quickly elapsed and it sunk without a trace. Amazingly, the eccentric Sir Vival turned out to be a survivor after all. A little the worse for wear, it remains in the care of Bellingham Auto Sales in Bellingham, Massachusetts.





Sir Vival in a rather sorry state as it is today

An Italian court has sentenced ex-F1 driver Eddie Irvine to six months in prison for his part in a nightclub brawl in 2008.

He was found guilty of "mutual injury" along with Gabriele Moratti, the son of a former Milan mayor. However, a lawyer of Moratti said both men are likely to have their sentences suspended, meaning neither will spend time in prison.

The incident took place in the VIP section of Milan's Hollywood nightclub and according to the *Daily Telegraph* Irvine told the court he was "struck by Moratti with two or three punches." Both accused each other of using a glass in the brawl. Irvine last raced in Formula One in 2002 and took four race victories with Ferrari in 1999.



Ex Formula 1 driver, Irishman Eddie Irvine

When you are losing money on every car sold, an increase in sales isn't always a good thing!!

I was recently re-reading Dennis Ortenburger's book 'Lotus Elan, Racing car for the road' in which he quotes Colin Chapman admitting that Lotus lost £100.00 for each Elite ever sold. In fact in 1959 Lotus almost disappeared completely with losses of £29,000.00 and it was only the racing car section that managed to keep the company afloat. Anyway that got me wondering what other car manufactures produced models that suffered big losses. Interestingly, according to Motorsport magazine, the award goes to 2 of the most successful automotive companies, Volkswagen and Daimler-Benz.



The Elite lost Lotus £ 100 for every car built

In the case of VW, when they purchased the right to use the Bugatti name in 1998 it probably wasn't the smartest of moves. In 1999 the Veyron went into production and into the record books, selling for AU$ 1.7 million, each car lost the factory a whopping AU$ 7.3 million.



Daimler-Benz Smart for Two



Volkswagen's Bugatti Veyron

Daimler-Benz's loss came not from a luxury car but from its smallest and most basic car, the 'Smart for two'. Produced for almost 10 years the car lost the company AU$ 5.2 billion. This equated to AU$ 7000.00 for every car sold. As someone said, 'when you're losing money on every car sold, an increase in sales isn't always a good thing.

Lotus 20 Simulator car surfaces in the USA

For sale on EBay recently in the USA, a Lotus 20/22 Formula Junior Race Car Simulator Chassis and Body. Lotus produced a number of these simulators in the 1960's and used them at race events and trade shows to showcase their racing cars. The simulator consisted of a full size Lotus race car chassis which sat on a stand before a curved screen. A projector was used to produce an image on the screen ahead of the car and driver. Steering inputs moved the projector through a cable and pulley system simulating left/right steering inputs as the driver "drove" around the track. Very primitive by modern standards but quite novel in its day.



It's all a bit dogey and I don't think there is much Lotus 20 in this very basic frame!

To quote the seller:

"The offer is for a chassis and body partially restored. The simulator is disassembled and will require assembly and some work to complete. The body was restored some time in the past. The original gel coat was sanded down and the body re-sprayed in a dark Lotus green with yellow stripe. The paint has chips, cracks, scrapes on the belly pan, and bubbling on some of the upper surfaces. The frame was originally built on a Lotus 31 jig. It does not contain the standard number of tubes and therefore cannot be used for racing purposes. I emphasize this for anyone thinking that this can be converted into an actual race car; it cannot. The remaining suspension and steering components are actual vintage Lotus parts with a few exceptions. Some components are simulator specific. There are quite a few simulator related components missing but the actual frame, body, and suspension components that allow you to assemble a full size Lotus that will roll and steer are there. This is a great project for a vintage racing fan".



A very sad Lotus badge, at least that looks original!

"Photos showing the complete race car on wheels are not current and are included only to show what it will look like when reassembled". (There was a photo of a fully built Lotus 22 in the ad.)

"Condition: This is a vintage item. The fiberglass body panels have surface cracking, checking, scrapes, chips, and bubbling in paint. Tubular steel frame has been sand blasted and powder coated. Frame members show areas of pitting from previous corrosion and may have internal corrosion. Wishbones, links, and radius arms have been replated in nickel and show signs of pitting from previous surface corrosion. Exhaust manifolds power coated and exhaust pipe re-plated in nickel. Steel wheels are unrestored and have rim dents and dings and areas of light surface corrosion. Leather covered instrument panel and steering wheel in Lotus red. Black fiberglass bucket seat. Many other parts have been restored and repainted. The "car" portion of the simulator is about 95% complete but some small parts are missing. This is the chassis and body only. There are no other simulator parts included (vehicle stand, projector, screen system, etc.). This was never an actual motor vehicle. This simulator is disassembled and will require re-assembly".

It was sold in January this year for something less than the asking price of US$10,000.00

Lotus show strongest growth in UK car registrations in 2013



The Hethel production line currently a four month waiting time for a production road car

Figures recently released in the UK by the SMMT (Society of Motor Manufacturers and Traders) for new car registrations this year to date show Lotus making the most progress and growth in the UK. With a 56.91% increase year on year Lotus beat all others showing that they are back on track and building cars in significant numbers once again. Other major players in the report are Japanese manufacturers Mitsubishi and Suzuki who show a growth of 42% and 32% respectively and Saab and Proton bookend the other end of the report with a 98% and 90% reduction.

With the range now including the Elise S, Elise Club Racer, Elise Cup R, Exige S coupe & Roadster plus Cup and Cup R and Evora range from base model through Sports Racer to GT4 cars Lotus have a 4 month waiting time for road cars and 9 month waiting time for motorsport cars. With the UK dealer network sadly suffering the loss of Christopher Neil's in Cheshire and Stratstone in Leicester this year the rest of the network has been working significantly harder and the figures reflect the effort put in across the country with strong figures from Murray Motor Company, Bell & Colvill and Lotus Silverstone leading the dealer tables for sales.

Lotus are again looking to return to the motor show scene worldwide recent appearances at the Guangzhou International Automobile Exhibition and LA Auto Show and signs are that the marketing efforts are back on track following a period or dormancy while new owners DRB-HiCom took stock of their acquisition and laid foundations for a solid future for the company. This is reinforced by the recent grant to Lotus from the Regional Growth Fund which could see over 300 new jobs created at the Hethel factory.

Skipworth collection goes for record value at Bonhams Auction.

The Bonhams London New Bond Street 2013 Auction was held 1st December at Bonhams' newly redesigned and refurbished London headquarters, resulting in £16.8 in total sales and an 83% sell-through rate.

All eight cars in Dick Skipworth's collection from the legendary Scottish Ecurie Ecosse team that won two consecutive Le Mans 24-Hour races in 1956 and 1957, sold for record prices. The team's 1952 Jaguar C-Type sold for £2,900,000, amid auction-room applause, while their 1956 Jaguar D-Type 'Short Nose' sold for £2,600,000. Both went to a buyer in the United States.

The Skipworth Collection's 1951 Jaguar XK120 Roadster made a record £707,000, while the 1959 Tojeiro-Jaguar Sports-Racing Prototype brought £382,300, the 1960 Cooper Monaco-Climax 'Mark II' Type 57 Sports-Racing Prototype sold for £219,900, the 1962-63 Tojeiro EE-Buick Endurance Racing Coupe changed hands for £214,300 and the 1961 Austin-Healey Sprite Two-Seat Grand Touring Coupe traded for £61,980.



The Skipworth collection as sold at Bonhams. Although I have got to say that AU$113,570.00 for a Mk1 Sprite is audacious!

However, it was the Ecurie Ecosse three-car Transporter, the unique 1960 Commer TS3 immortalised for many by the Corgi toy, which exceeded all expectations as it was sold to the same US buyer for £1,800,000 after a telephone bidding war that lasted almost 20 minutes.

The 800-strong crowd in Bonhams' £30-million New Bond Street headquarters — opened by London Mayor Boris Johnson on October 24 — erupted as auctioneer Robert Brooks' hammer sealed this sale of the most valuable historic commercial vehicle ever sold at auction.

Following the Ecurie Ecosse Collection's sale excitement, the spotlight turned to Ringo Starr's 1964 Facel Vega II Coupe, which sold for £337,500 while seven-time Formula 1 World Champion Michael Schumacher's 1994 Benetton -Cosworth Ford B194 went to a German museum in Boeblingen for £617,500, bringing the auction total to £16,861,630.

Other notable results at the 2013 Bonhams New Bond Street sale included the 1959 Aston Martin DB4GT that sold for £1,569,500, the 1934 Aston Martin Ulster Two-Seater Sports that made £1,300,700 and the 1938 BMW 328 Sports Two-Seater that brought £785,500.

James Knight, Bonhams' Group Motoring Director, said, "We always knew that today's Sale had the potential to be a roaring success, but nobody quite anticipated the incredible atmosphere in the saleroom that saw so many truly historic cars go for such astounding prices. The Jaguars especially were exceptionally popular, and I am delighted that the Transporter will still be carrying two of its original Ecurie Ecosse racing cars."

Club Lotus Australia Club Championship results for 2013

Position	Last name	First name	Total Points
1	Wilson	Richard	280
1	Hodder	Rex	280
3	Goodwin	Len	264
4	Alexander	Mark	256
5	Andrews	Duncan	189
6	Rodgers	Dean	184
7	Reinhardt	Syd	176
8	Challendor	Andrew	171
9	Brady	Dennis	150
10	Thompson	Stephen	140

Following an approach through Ed Holly, we have been offered a VIP Club membership deal by Repco, whereby they set up a unique URL for registration by our members, and once registered, members receive a flat 10% discount plus additional incentives up to 30% off periodically

members can type the following link into their web browser:

http://vip.repco.com.au/registration/register/1130

To quote Repco:

The Repco VIP Club is exclusive to selected Car Clubs. The benefits of joining are straightforward:
1 Your members can simply go to the unique link (above) for Club Lotus Australia, enter their details and receive a temporary VIP card, followed by a permanent barcoded card and key tag within 14 days.
2. They're assured 10% off full retail at any time, and further offers of up to 30% off full retail at various times throughout the year.
3. They receive email advice of special discounts in advance and on-line catalogues.


IT'S ON! IN SYDNEY
TICKETS ON SALE NOW!
8-9 MARCH 2014
BBC TopGear
FESTIVAL
SYDNEY
JEREMY CLARKSON • JAMES MAY • THE STIG
SHANE JACOBSON • STEVE PIZZATI • CRAIG LOWNDES
AYRTON SENNA TRIBUTE EXHIBITION
FEATURING HIS MCLAREN MP4/4
CHAMPIONSHIP WINNING FORMULA ONE CAR
INFINITI RED BULL RACING F1 TEAM
FEATURING DANIEL RICCIARDO LAP RECORD ATTEMPT
PORSCHE GT3 CUP CHALLENGE AUSTRALIA: ROUND 1
STIG POWERLAPS • MATT MINGAY & STUNTZ INC • SHOWTIME FMX
AUSTRALIA'S TOP DRIFTERS • TEAM ISUZU D-MAX • ULTIMATE STUNT DRIVING
DRAG RACERS • POSTIE BIKE CHALLENGE • STAR IN A REASONABLY PRICED CAR
CAR FOOTBALL • TOYOTA FAMILY FUN ZONE • KID'S ACTIVITIES
PLUS MORE TO BE ANNOUNCED
SYDNEY MOTORSPORT PARK
TOPGEARFESTIVALSYDNEY.COM.AU
FESTIVAL PARTNERS:
MOTORING IN MOTION PARTNERS:

The Last Esprit

Over 28 years of the Esprit's production lifetime, there were 10,675 made. And recently the chance to own the 10,675th Esprit, the very last Esprit that Lotus built came up.

With a unique history and special treatment at the Hethel factory, the car left the line on the 20th February 2004, not before being signed by the entire production team, many of whom had spent their entire careers at Lotus putting these iconic cars together. Initially the car was shipped to Orlando, Florida where it spent most of its life. It was later returned to Europe and was recently available for sale.



With only 1,800 miles on the clock, all of which were covered on sunny, dry days in Florida (Yeah Sure!!) the car is apparently close to 100% original condition. With Saffron Yellow paint which has been protected with paint protection film from new it is also fitted with a unique black/yellow full leather interior. Every drive has been documented in a logbook with start/end mileage and many pictures taken the car has been looked after fastidiously by the current, original owner (Talk about anal). The next owner will also benefit from an image portfolio of the car in production at Lotus, pictures from the cars delivery from Chicago to Florida and pictures taken during all maintenance procedures.

The car is available on the original OZ Nova wheels which will replace the aftermarket wheels the car has lived on since delivery, the owner used to own the company that made these aftermarket wheels!



Line up at the 2013 CLA Christmas party. Yes I know it was last year but it is a great shot of many models of the marque!

Club Lotus Australia In association with Aussie Exiges

Club Lotus Australia
Committee Meeting Agenda

Date: 23rd January 2014
Time: 6.30pm – 9pm
Location: Outback Jacks, 78 Roberts Road Chullora New South Wales 2190

Attendees:

Ashton Roskill	AR	Robert Costa	RC
Michael Donnan	MD	Evan Jones	EJ
Keith Edwards	KE	Geoff Winder	GW
Kris Bennett	KB	Mike Basquil	MB
Tom Devitt	TD	Elliott Nicolls	EN
Anne Blackwood	AB	Maurice Blackwood	MB

Apologies:

Phill Brook	PB	Barry Mather	BM
Eddie Lankhorst	EL	David Leaney	DL

Agenda Items:

Item	Description
1.0	CLA Website proposals have been received from Vivify and Codem; committee agreed to also ask Seth Reinhardt (who manages the HSRCA site) whether he would be willing to take over the existing site and develop it to include a private members-only area and also manage the content to be more current. AR to progress
2.0	Proposal from LCV/LCQ to amalgamate electronic newsletters was discussed and agreed in principle; Cris Johansen (LCV) and Tom Devitt (CLA) will co-ordinate how this can work best once the CLA site has the facility to accommodate private publication electronically.
3.0	Planning for monthly General Meetings 2014 • February 11th – SSC BBQ for new members – AR confirmed with Lee; GW to arrange meat and bread rolls • March 11th – Presentation from Giles Cooper at Ateco – AR to follow up with GC and AM (Ateco) • April 8th – Revolution Racegear – RC to organise • May 13th – IndyKarts – James Chan to organise (AR to confirm) • June 10th – Woolwich Pier Hotel • July 8th – TBA • August 12th – SSC – AR to confirm • September 9th - AGM • October 14th – Blokes Shed – TD to request nominations in Feb newsletter • November 11th – Twilights – EJ to investigate • December 7th – Christmas Party
4.0	Motorsport • CSCA Sprints incl CLA Sprint Date 1st Feb 2014 – 102 attendees confirmed to date (breakeven at 90) • CLA Training Day – MB to progress assuming subsidy by CLA
5.0	Planning for other social events • Bathurst 12 Hour – 7-9 February – group heading out to support SSC's

Club Lotus Australia In association with Aussie Cruises

	Exige GT • Top Gear Festival – 8-9 March – CLA has been asked to provide a static display of 20 cars – EOIs to AR by 7th Feb • Club Runs – AR to set up run March 23rd to Hunter Valley • Tamworth Motor Show – 12-13 April – AR to mention in newsletter • Eggs Benedict – 21 September (getting the date in early!)
6.0	Update on Lotus 2015 planning Minutes of November meeting received; SA team are comfortable all is progressing
7.0	Agenda items from WA: 1/. The following to be published in the February Newsletter: In 2014 CLA are looking to establish a Lotus Championship as well as a full calendar of events for CLA-WA members. To start with we would like to propose 6 dates that should form our championship. These are all timed events and points allocated according to your results and your car class. Proposed dates are: • Sat 22nd Feb - Barbagallo sprints • Sun 23rd Mar - Collie Sprints • Sun 3rd Aug - Jacks Hill (Barbagallo) • Sun 7th Sept - Jacks Hill (Barbagallo) • Sun 9th Nov - Collie Sprints • Sat 6th Dec - Barbagallo sprints These events are all run under the CAMS Speed Event Series (previously LF Series). http://thenewspeedev...ect.net/events/ The speed event series is a not for profit association which are sponsored by CAMS and numerous commercial sponsors to keep your costs down. The above list of dates are not a complete list of their series but have been picked as the most convenient events for our championship. That is, Collie dates also include a Hill Climb event at Phils Hill on the Saturday, plus there are Busselton and Albany dates. To enter the Lotus championship, you need to be: • Member of CLA, • Register with the CAMS Speed Event Series ($50). This will ensure your place within the series. • Each SES event will cost between $100 to $125, so good value for money. You must compete in a minimum of three events for your points to be eligible. Compete in all six the better your chances of being top dog. We must have a minimum of three cars in each category. Proposed categories for our Lotus championship are: • Clubman • Espirit/Eclat (na and forced induction) • Elise/Exige/Early Europa/Excel/Elite/Elan - (na)



	• Elise/S2 Exige - (Honda & forced Induction) • S3 Exige, Europa & Evora (3.6litre na or forced induction) If you are someone who participates in the MC Motorsport series, or other speed events, most of these dates should not interfere with your continued participation. But these events will be run as a true professionally run sprint series where you will be timed on the track with approx 8 other similarly paced cars over about 6/8 laps (Barbagallo and Collie tracks), so it will be a more exciting experience. Plus you will get an exclusive trophy to show off, if you win. OTHER EVENTS for 2014 are: • Go Karting - making this a permanent feature on your calendar and think for weather sake that April and October will be good months to run these - your input is appreciated, • Regular monthly Monday night Kings Park Boab Tree meets and the Pizza/Fish&Chip Run, • Regular monthly Sunday EMR's (usually scheduled Sunday after the Monday Pizza/Fish&Chip Runs), • Participation in Car Shows - eg Gin Gin (18/5/14) and possibly the Classic Car Show at Whiteman Park (27/4/14), • BBQ and Mystery Car Rally. **Please contact Eddie Lankhorst (elankhorst@optusnet.com.au) if interested in participating in the Lotus championship.** If we get enough interest we will be in contact with you regarding the next steps which will involve registering with the Sprint Series as these will ensure you are part of the action. 2/. Elliott to provide Eddie with updated membership list on 3 monthly basis
8.0	Agenda items from ACT – none tabled
9.0	AOB Issue of Registrars, and data privacy to be discussed – no decision reached; change considered unnecessary at present Club Shop – EJ to approach existing club embroiderer regarding overall design
10.0	Next Meeting Tuesday 15th April 2014

NSW CLA Diary 2013

Date	Points	Type	Name	Time	Location
February					
Saturday 1st	Y	Competitive	CSCA CLA Event 1	8.00am	Wakefield Park
Wednesday 5th		Competitive	2nd GEAR	8.00am	Wakefield Park
Wednesday 19th		Competitive	GEAR	8.00 am	Wakefield Park
Tuesday 11th	Y	Social	CLA Monthly Meeting	7.00pm	SSC 17 Hotham Pde. BBQ
March					
Tuesday 11th	Y	Social	CLA Monthly Meeting	7.00pm	ATECO, Giles Cooper presents
April					
Tuesday 8th	Y	Social	CLA Monthly Meeting	7.00pm	Revolution Racegear Auburn
Tuesday 15th		Competitive	2nd GEAR	8.00am	Wakefield Park
Wednesday 16th		Competitive	GEAR	8.00 am	Wakefield Park
May					
Monday 5th	Y	Competitive	CSCA MGCC Event 2		SMP North
Tuesday 13th	Y	Social	CLA Monthly Meeting	7.00pm	Reevesby Indoor Go-Karts
June					
Sunday 1st	Y	Competitive	CSCA JDC Event 3		SMP North
Tuesday 10th	Y	Social	CLA Monthly Meeting	7.00pm	Woolwich Pier Hotel
Tuesday10th		Competitive	2nd GEAR	8.00am	Wakefield Park
Wednesday 11th		Competitive	GEAR	8.00 am	Wakefield Park
Saturday 28th	Y	Competitive	CSCA AHOC Event 4		Wakefield?
Sunday 29th	N	Competitive	All British Race Meeting		Wakefield?
July					
Tuesday 8th	Y	Social	CLA Monthly Meeting	7.00pm	TBA
August					
Tuesday 12th	Y	Social	CLA Monthly Meeting	7.00pm	SSC 17 Hotham Pde. BBQ
Tuesday 12th		Competitive	2nd GEAR	8.00am	Wakefield Park
Wednesday 13th		Competitive	GEAR	8.00 am	Wakefield Park
Saturday 16th			CSCA MOCA Event 5		SMP Brabham (full cct)
Sunday 31st	Y	Social	CLA Concourse		Kings School All British
September					
Tuesday 9th	Y	Social	CLA AGM	7.00pm	Shannons Artarmon
Sunday 21st	Y	Social	Eggs benedict	9.00am	Blackwoods at Douglas Park
October					
Tuesday 7th		Competitive	2nd GEAR	8.00am	
Tuesday 14th	Y	Social	CLA Monthly Meeting	7.00pm	Shed Tour TBS
Saturday 25th	N	Competitive	TSOA Training day		Wakefield Park
Sunday 26th	Y	Competitive	CSCA TSOA Event 6		Wakefield Park
November					
Tuesday 14	Y	Social	CLA Monthly Meeting	7.00pm	ARDC Twilights
December					
December 7th	Y		CLA Christmas Party		TBA
Tuesday 2nd		Competitive	2nd GEAR	8.00am	Wakefield Park
Wednesday 3rd		Competitive	GEAR	8.00 am	Wakefield Park
Sunday 14th	Y	Competitive	CSCA SCCA Event 7		SMP South

Classifieds

Advertisements in the CLA Journal are free to club members. Simply email your ad to the editor. Feel free to include photos. Unless notified as sold the ad will be run in 3 consecutive newsletters. Send Email to:- t.devitt@bigpond.com

For Sale –

1997 Series One Elise



Azure Blue

Rego until 25 May 2014

123,000 kilometres.

Engine and gearbox replaced 5 years ago with the low kilometre engine and gearbox out of Dave Mackie's Elise (the one that is dangling above the bin in the famous photos). Done about 20,000 kilometres since fitting.

The following has been done –

- Elise Parts short shifter
- All new engine mounts
- New fuel pump
- PRRT fitted
- Red clutch hose replaced with braided
- Pagid brake pads
- Steel brake disc conversion
- Toe link replacements
- Fulcrum bushes

There is a scrape on the front clam next to the lotus badge and the fuel gauge works intermittently, but on the whole the car is a good original example.

$ 29,500

Can email photos if required.

Phone or email – 0448 254 660 or adrian.wuillemin@jhg.com.au



MY13 EXIGE S
Drive away price
$136,200*



MY13 EVORA
Drive away price
$140,450**



THE NEW ELISE S
PURE ADRENALINE

Drive away price
$89,990***

Unlike other supercars, the latest Lotus Elise S need not remain a flight of fancy. Its sculpted body, powerful supercharged engine and incredibly stiff and lightweight aluminium chassis makes the Elise one of the most involving and tactile sports cars you will ever drive. With the latest Lotus revised pricing, getting behind the wheel has never been easier. **STOP DREAMING, START DRIVING.**

SSC **LOTUS**
SIMPLY SPORTS CARS

SSC **LOTUS**
59 Whiting Street, Artarmon NSW 2064 **Tel +61 2 9436 4148**
www.simplysportscars.com

* Drive away price for the new Exige S (includes Motorsport Paint, Diamond Cut Wheels).
** Drive away price for the new Evora (includes Gloss Black Design Wheels (19/20 inch forged), Sports Pack, Reversing camera, Tech Pack, Premium Pack Leather).
*** Drive away price for the new Elise S (includes Metallic Paint, Sport Pack, Black Style Pack).

∴ Price shown is drive away from SSC Lotus (Dealer Number MD046406). Stock vehicles only. While stocks last. Excludes fleet, government and rental buyers.