March 2014

Club Lotus Australia

The Newsletter of Club Lotus Australia (NSW) Inc.



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- Lotus with a class win in the Liqui Moly 12 Hour Bathurst
- The ex Graham Hill 49B leaves our shores
- Emerson Fittipaldi's Lotus 72 re appears
- This is the last CLA newsletter so it must be……. A Collectors Edition!!

Club Lotus Australia
March 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. Exige V6 , class C winner of the Liqui Moly Bathurst 12 Hr. race. Photo courtesy of Evan Jones.

NSW General meetings are normally held on the 2nd Tuesday of each month. This months meeting is on Tuesday March 11 at Ateco 862 – 874 Elizabeth Street, Waterloo starting at 7.00 pm. Giles Cooper will be our special guest, telling us of his thrilling adventures from San Francisco to the Artic Circle in a Lotus Elise!

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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

Lotus Club Queensland meets on the 2nd Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 . Contact: Dick Reynolds (President) david@reynoldsdesign.com.au

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Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents prattle
With Aston Roskill



How time flies when you are enjoying yourself – it's March already

A gentle reminder that if you've had a note from Elliott, you need to renew your membership otherwise you won't continue to receive these missives – which would be a terrible shame!

February has been a fun-filled month; we had the first round of the CSCA, and an almost record-breaking number of Lotus entrants (more from Mike elsewhere), then the following weekend the Donut King Exige V6 won its class at the Bathurst 12 Hour – this is an outstanding achievement by Lee and his team at Simply Sports Cars, who built, tested and campaigned the car from scratch in less than four months – many congratulations to them all! Those who came along to the (extremely well attended) General Meeting at SSC the following Tuesday had the opportunity to see the car and chat to the guys about the campaign, and a small group of us had a great time out at Bathurst for the weekend (more elsewhere).

And we march (geddit?!) inexorably onwards with some important changes occurring to your newsletter….

Those who have been following events and communications between the Lotus Clubs in Australia over the last few years will I hope have noticed a significant improvement in the co-operation and collaboration between CLA, LCV and LCQ; last year's Nationals were very well attended by all states, and most recently we had the very successful joint Christmas magazine. Following on from that, as from April, we will be migrating to a combined electronic newsletter with the other clubs. Tom will continue to be our Editor, and I am very keen to ensure that we lose none of his irreverent wit and humour in the amalgamation, while our contribution will be rolled up with those from LCV and LCQ into the Magazine of the Lotus Clubs of Australia (or some similar wording). This will mean that members across the country can see what is happening elsewhere, can see cars and parts for sale in other states, and can keep abreast of friends around the country. What it doesn't mean, for any of the three clubs, is any loss of identity!

So I hope you will all join me in thanking Tom for all the hard work he has put into the Newsletter to date, and for agreeing to continue to be our Editor and a major contributor to all things Lotus as we move towards this new model. I would also ask all of you to consider making a contribution to the newsletter, whether that is an email letter, an article on an event you have attended, or just a reflection on something you have encountered and enjoyed; photos are always welcome, and our friends in LCV and LCQ have commented on how good it is to see photos of our cars doing what they do best, so please feel free to send them in to Tom with a brief explanation – Tom's email is on Page 2! This change will of course result in a significantly larger electronic magazine, so we will be migrating from an emailed .pdf document to a downloadable .pdf available from a secure on-line location which will be published by Elliott in his monthly notification to you.

If you have any comments or concerns regarding these changes, please don't hesitate to call or drop me a line to discuss; I am sure there will be some of you with reservations, and I am very happy to chat these through with you. Mobile as always is 0408 202 208!

And so into March….

March 8-9th is the Top Gear Festival at Sydney Motorsport Park- we will have a static display of 20 cars from through the ages with representation of most models from the Seven through to the Exige V6 (which will be used for the flying laps by The Stig). Come and catch up – we might even have some refreshments available for members!

The General Meeting is on **March 11th** and 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 from 7pm.

Our first drive day for 2014 will be to the Hunter Valley on the **23rd March.** We will visit Peter Ross' new cider-orchard-cum-goat-farm, followed by lunch at the Wollombi Pub. In order to avoid this turning into a madcap charge, 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 de-

tails elsewhere in here but suffice to say it would be great to see more of the older cars out for the day, and Caroline and I will be in the Elan, bringing up the rear probably so you will be in good company!

I'd like to make a last call on behalf of Shannons, the organisers of the Tamworth Country Classic Motorshow . Over the weekend of **12-13th April**, they 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/

On a final note, we have recently been more active in trying to get preferential offers for CLA members, with some success:

- Repco, through their VIP club – as an example, in February they have offered 25% off everything which made a 5L can of Mobil 1 $59 – register here: http://vip.repco.com.au/registration/register/1130
- Garagetek - suppliers of garage floors and fittings – see flyer in the newsletter for both on-line 10% offer and measure-and-fit 20% offer - www.garagetek.com.au

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

Wander the Wineries – March 23rd 2014

Our first drive day of the year is on Sunday 23rd March; the plan is to congregate at the northern end of Macquarie Street in the CBD (towards the Opera House), in time for a prompt departure by 8am; small groups will head off as they see fit, with the aim of having an enjoyable drive without any pressure to drive at anyone else's speed.

The route will take us to Galston Gorge, out through Dural and onto the Old Northern Road to Wisemans Ferry where we can stop for coffee. Once over the ferry, we will head for Mangrove Mountain and Kulnara, and thence on to Wollombi, meeting in the late morning at Peter Ross's Cider Orchard just outside Wollombi, followed by lunch at the Wollombi Pub.

Itinerary:

7.45 – Meet on Macquarie St, outside the Sir Stamford Hotel (there is a parking bay on the opposite side of the road from the hotel)

8am – rolling departures in small groups (please make sure you know the route and have either plugged it into your sat nav or have a hard copy map!)

9.30ish – Coffee at Wisemans Ferry Cafe in Wisemans Ferry (next door to the Inn on RHS as you go down the hill) tel: 4566 4488

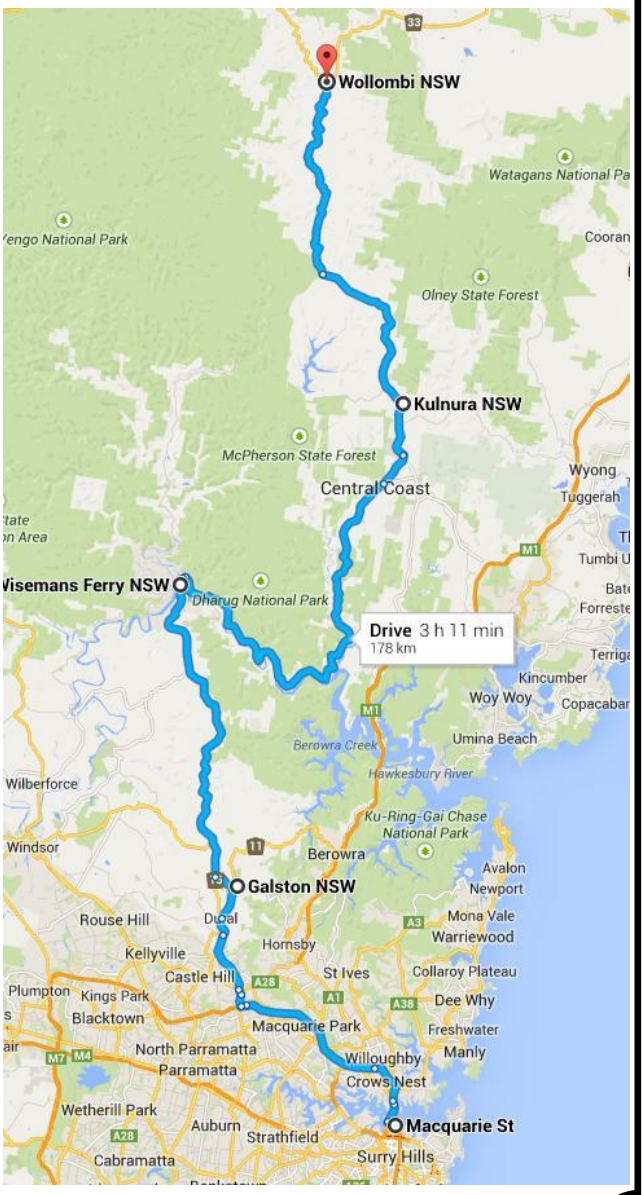
11.30 – Arrive at Wollombi (full address details of the farm still being collated, but as a fall-back we can meet at the Wollombi Pub and go from there).

11.30-12.30 – Have a look at a cider press! Talk to the owner, perhaps sample the product!

12.30-2 – Lunch at the Wollombi Pub

And then you are free to head into the Hunter for some wine supplies, or head home!

Please could you drop me an email to indicate if you are likely to be attending, so I know rough numbers – Ashton_roskill@mac.com



From the Editor
Tom Devitt

Some moments in life are so outlandish and spectacular that they stay with you forever. Alan Pate and I were part of the huge crowd jammed up against the fence at Skyline when the first cars erupted into view at the start of the 1969 Hardie Ferodo 500. It was a soul stirring moment as the massive field led by the thundering GTHO Falcons closely perused by the huge engined Monaro GTS 350, powered deafingly and ground shakeingly past us. Then, of course, it all went postal. A little bit back in the field, Mike Savva and Bill Brown, both in GTHO Falcons had a coming together, Brown finished up on his roof in the middle of the circuit and the unbelievable carnage that followed became the stuff of legends. The amazing mixture of cars, from Hillman Imp, Toyota Corolla, Datsun 1000, and Hillman Gazelle all mixing with the huge power of the GTHO's and Monaro's, most of them on radial ply tyres, made for an apocalyptic weekend!

The Liqui Moly 12 hour race seems to be shaping up as a similarly exciting event with Ferrari and McLaren running against Fiat, BMW Nissan and Ginetta. Our president Ashton along with a group of CLA enthusiasts went to this event in early February and his report of the weekend is inside.

Also, as you have probably read in Ashton's column, this is the last of the CLA newsletters. All going well, and providing the wheels don't fall off, all the Lotus clubs in Australia will be combining to produce one monthly Australia wide magazine (Sorry Maurice, newsletter!!) This will be put together in Melbourne and whilst I will continue to assemble articles from NSW, ACT, SA and WA as well as submit articles and nonsense from myself, I will no longer create the finished product. I will continue with some old favourites including Lotus Myths and Legends, F1 news (With photos!!AHHHEM!!), book reviews and other occasional columns, as well Brian Caldersmith's A-Z and, as always, contributions from members.

Classic Team Lotus scores a couple of mentions this month, firstly because they managed to find the 72 driven by Emerson Fittipaldi down in the back shed and are going to have a go at rebuilding it, and secondly because the ex-Graham Hill Lotus 49B is off over there for a 'lick of paint here and a lick of paint there' (To quote Mr O'Riley) before it goes to the Bonhams auction at Goodwood later this year. This car was part of the late John Dawson-Damer collection, often driven by John Smith at HSRCA Tasman Revival meetings.



Another collection of famous cars including Lotus cars is up for auction, this time the Dezer collection of James Bond Vehicles. Read all about it on page 17.

As usual we have Mike Basquil's roundup of the CLA event at Wakefield park, our event kicking off the NSW 2014 CSCA season. In WA their competition season has also commenced with a twilight event at the Barbagallo raceway. Eddy Lankhorst sends us a report on that as well as describing the club's Early Morning Run in mid February which sounds like it was just perfect!

Now, a bit of prior notice, for the May general meeting we will be having a visit to the Revesby indoor karting complex and we would like to get some idea of numbers in attendance, hopefully a month prior. This will allow us (numbers permitting) to organise a "mini grand prix" format for the night. The venue, as I mentioned, is Indy Karts at Revesby (http://www.indykarts.com.au/). Cost to be advised, depending on the format we will be running. We will be holding a bbq there as well. So, get on the blower to your mates and lets make a great night of it!! If you are interested could you please email James Chan (jyfchan@Hotmail.com) to register your interest.
So, goodbye for now and see you in the all singing and dancing April extravaganza!

Oh, and before I go, there was another current CLA member at Bathurst on that day back in 1969. Alan's good mate Len Goodwin, driving with Kevin Bartlett won class E in a 1750 GTV Alfa Romeo.

Tom D.

From the Track
with Mike Basquil

2014 CSCA February Report

Round 1 of the 2104 CSCA Series has been run and won and judging by the emails and phone calls I have received we ran an enjoyable event for those that attended. It should be noted that Goulburn was experiencing several weeks of fine hot weather, when I arrived on the Friday afternoon getting out of the air conditioned car was similar to being king hit with heat it was physically breath taking and Saturday was going to be just as hot – makes for the beer at the days end to be just that more enjoyable.

Of course these events don't just happen without the usual behind the scenes ducking and diving to overcome the unforeseen and unplanned issues that always plague multi club events. Our club is very fortunate to have a band of folk that just appear when required to make it all happen so seamlessly that the majority don't have any idea an issue has been overcome, so your thanks should go to those members – Alan Pate who stepped in as our Chief Scrutineer at the last moment when Ian Jenson was held up in Melbourne with work: Maurice and Anne Blackwood, Anne was our Steward on the day and Maurice was there when ever needed; Dave Mackie who ran the Chequered Flag point all day adding that little bit of experience that ensured all runners received equal track time; Tim Mackie who offered assistance to all the CLA entrants with getting that bit more performance out of their machines and finally to all the CLA entrants who were rostered for various jobs on the day that just happened with out any prompting and always with a smile, in sunny 34degree heat.

Our CSCA round is one of the clubs big events during the year but also carries a big price tag this year our budget was $11,100 and I always calculate the Entrant cost with a break even as the aim, to date we haven't had a loss and is still the cheapest CSCA round on the calendar. Some facts form the event - we processed 107 Entries with 98 troubling the Timers; six withdrawals and one no show; CLA supplied 33 Entrants or 30% of the field; 46 people made the Event run without any issues; 5 vehicles were towed from the circuit; 1 oil spill was cleaned up; 2 engines were lunched; by my count 5 entrants had brake issues; bottled water sales were higher than expected; the fun we had was immense.

My aim in organizing these events is to ensure all runners get the opportunity for as much track time as possible and on one is disadvantaged in posting a best possible time in a totally safe environment. To that aim we trailed a new system of grouping the entrants griding them fastest to slowest. While there were some teething issues with the best laid plans general opinion was that the system works well – and will be further refined at coming events. My thanks to all competitors for making it work as well as possible on the day much was learnt and as mentioned will be improved upon in the future.

Results: Maurice Blackwood had the batmobile Seven running and contested *Class A2* posting a time of 1:15.62sec. for the class win. *Class B2* had Keith Edwards in the Plus 2 posting yet another PB with a 1:13.20sec for another class win, Keith's cool suit no doubt proving its value on the day. *Class C2* had Len Goodwin in the 26R replica also post a PB with a class winning 1:08.53sec and Len promptly called it a day early after posting that time having been unwell in the lead up to the event, class winners by seven seconds can do that without question . *Class D2* was led home again by Rex Hodder in the Exige posting a 1:09.01sec. again a class winner as has become the norm but the competition is coming in force. Second in class was Matthew Roope in his Elise posting a 1:10.18sec. then the times get really close. Leigh Mellor in is Elise 111R came home third in class with a 1:10.42sec. brakes or the lack of, stopped him from having one more try. Ashton Roskill our beloved leader in his Elise was pushed to fourth in class with a 1:10.50sec. an improvement from his last time at Wakefield but the competition is fierce in this class; James Kinghorn in the Elise finished sixth in class posting a 1:12.08sec. after competiting in a fun run before coming to Wakefield earning him the Superman award, followed by Andrew Challenor in the Exige was seventh with a 1:12.65sec. John Culvenor in his Elise was eighth with a 1:12.99sec. and Dennis Brady in his Elise, ninth with a 1:13.05sec. Dennis is still managing the difference between his Mazda race car and the Elise, he also suffered braking issues in the heat. Peter Muldoon in his Exige was eleventh in class posting a 1:14.06sec sharing with son Aaron who posted a 1:18.08sec for thirteenth in class piped by Phil Easterbrook in his Elise on 1:17.12sec. for twelfth Graham Hobbs was our final runner in the class coming home fifteenth posting a 1:18.10sec.like I said a hard class to compete in with stiff opposition everywhere. *Class D4* had the



Duncan Andrews

continuing battle between Mark Alexander as the class winner with a 1:07.14sec. and Duncan Andrews giving chase second with a 1:08.13sec both in Exige S Duncan got that bit closer but not close enough but well worth watching so well done guys. *Class D5* a class we haven't contested previously was taken out by Martin Duursma in a new Exige S V6 with a 1.08.81 sec. Martin is new to the club and got the usual warm welcome and the car well it is just so desirable we asked him back for future events *Class R1* was headed by Syd Reinhardt in the HPE Elise with posting a 1:06.98sec. almost a PB but the smile on Syd's face said it didn't matter. Second in class went to Peter Klumper in the PRB with a 1:09.22sec. Pete enjoyed a major BIRTHDAY which wasn't published until late in the day so he will have the usual blagging at a future event. Pete was followed very closely by Zed Elliott in his HPE Elise having it's first outing with Honda power not without issues, one of which concerned fuel or having none in the tank but almost rolled back to the pits but Zed was very happy to post a 1.09.27sec lap. Phil Abraham was fourth in the MNR Clubman with a 1:09.95sec time and I have to admit those bike engines sound fantastic at high revs followed by Ross Klumper with a 1:12.26sec. for fifth in class. Rob Bryden was the unlucky runner in this class running a borrowed car because the Carbon Exige is having "some work done" encountering problems and not posting a time. *Class R2* had Jake Hobbs in a Comtec F/Ford posting a 1:05.51sec. for third fastest time of the day and the class win. *Class NM2aM* was led by John Ribeiro in the Toyota 86 with a 1:11.18sec. for the class win truly impressive for a standard car with the addition of R Spec rubber and quality pads. James Blair campaigned the Astra for fifth in class with a 1:19.47sec. *Class NM2bC* had Mathew Waters in the Torana post a 1:24.05sec lap for third in class. *Class NM2bM* saw Nicola Klumper in an Audi A3 pushed into fourth in class with a 1:16.37sec. a second slower than her last outing but all the forced induction cars suffered with the heat on the day. *Class NM3aM* had Peter and John Taylor in the Peugeot 205 continuing the development of this car, Peter posted a 1:10.48sec. good enough for the class win and John a 1:11.05sec. for second place, I reckon this father and son battle will hot up in future rounds. *Class NM3bM* saw Steve Thompson in the EVO post a blistering 1:04.55sec for the class win and fastest lap of the day just piping Alan Nolan in the Nola Chevy by a few hundredths of a second, Steve posting his time chasing this beast from the past. We welcomed John Bott to our ranks in the Skyline R33 he shared with his Dad from the JDCA showing maturity in not beating Dad for sixth in class posting a 1:11.75sec just half a second slower than Dad- another father and son battle to watch at future events.



Mark Alexander



Zed Elliott

The pointscores haven't been calculated at the time of me writing this article but I think it would be fair to say we hold a healthy lead in both the Club pointscore and the Drivers Championship which no doubt will come down to who blinks first and a missed round will see some one drop from contention.

The remaining CSCA dates for 2013 are listed below;

Round 2 Jaguar Drivers Club of Australia *SMP Eastern Creek North Sunday 1ST JUNE*

Round 3 MGCC *SMP Eastern Creek South Saturday 14th JUNE*

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

Round 7 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.*

No doubt you will note that the MG Clubs have been able to secure a date at SMP South for their Event making June a very busy month, I hoped that they would stick with a mid week event, but both Committees voted against it. MG Newcastle due to hosting both State and National Events in 2014 and MG Sydney unsure about the financial viability of running mid week and being able to staff the event successfully- crash rescue being unavailable was what tipped the scales. I am of the opinion that three events in the one month is not a good idea especially if you include the SCC All Lotus day in the mix which the majority of CLA runners will attend and as we supply 30% of recent fields I feel folks will cherry pick the events they feel will give them the best value for the dollars spent. – Negotiations are ongoing

See you at the Track,

Mike Basquil

See more info about GarageTek in Ashton's column on page 3



Classic Team Lotus springs a surprise at Autosport International 'The Racing Car Show 2014'

At Autosport International 'The Racing Car Show 2014' Classic Team Lotus has revealed one of the greatest ever Team Lotus F1 chassis which has not been seen for decades.

The fifth Lotus type 72 was manufactured by Team Lotus in 1970 and was raced almost exclusively by Emerson Fittipaldi. Emerson raced it in Gold Leaf colours to win the 1970 USGP, thereby securing Jochen Rindt's posthumous World Championship. (Inside the fuel bays and along some panel joins the original red paint is still in evidence.) Famous victories with 72/5 in the 1972 Austrian and Italian Grand Prix made Emerson the youngest ever World Champion. A dramatic win at the legendary Montjuic Park circuit was the perfect start to the 1973 season, but then it was the end of the road for 72/5 at Zandvoort, when Emerson crashed heavily in qualifying for the Dutch GP.



The car along with some of the original bodywork

The wreckage languished in the Team Lotus stores, somehow surviving numerous clear-outs, until last year when the team decided to have a go at repairing the tub. Miraculously the badly damaged left hand side was recovered and the decision was made to rebuild the car.

Every care is being taken to preserve the originality of what is such an important part of Team Lotus history. In particular the majority of the monocoque is intact and it is still in its original paint, along with some of the original bodywork. With reference to the original design drawings and with expertise from Team Lotus personnel of the period, the car is being rebuilt exactly as it raced to Grand Prix and World Championship victory. The monocoque has been refitted with one of its original engines and the gearbox is also period. A lot of the running gear is original and has been condition tested as fit for purpose.



Clive Chapman, Managing Director of Classic Team Lotus: "Given my father's constant focus on the future and the team's perennial battle for more space, it is extraordinary that this car survived for so many years. I think it is a mark of the sentimental attachment that my father, the driver and the team had for her".

Lotus Cup UK kicks off at Snetterton on April 5th and 6th this year

Lotus Cup UK will kick off with a 90 minute race on the Saturday. Simon Deacon and Andy Napier are the reigning champions in the Super-Sport and Production categories respectively. A capacity grid is expected, with V6 Cup, 2-Eleven, Exige Cup and Open Class cars racing for overall and Super-Sport honours..

There's even more Lotus content on the Sunday, with the inaugural Elise Trophy championship round providing the main highlight. Both new and familiar names are expected to make up the full grid for the 20-minute races. The day will also see the second round of the new Lotus Cup UK Speed Championship. A capacity entry should provide a thrilling set of qualifying-style laps as the sprint competitors put on a show that should prove to be every bit as good as the racing. Seven Lotus track sessions will complete a superb weekend for enthusiasts of the marque.

Adding to the fun, anyone turning up to the event in a Lotus can sample the circuit for themselves by taking part in a parade lap during the lunch break on Sunday.



Shot from the 2013 Elise Trophy race

May general meeting is all set for an exciting night with some serious Karts. Here's what Indykarts advertise about themselves

World's first indoor go karting centre using motorcycle powered karts with gears!
Australia's first two level track!
We use modified Honda CT110 engines, and a clutch-less sequential gearbox. At Indykarts you will experience the fastest indoor kart racing in Australia!
(The karts can also be driven as an automatic).
Kart racing here is seriously fun! The "easy to use" gears in tight corners make a huge difference to acceleration and cornering. At indykarts we have no low revving rear mounted engines!!
Our go karts use a 9 horsepower 7,500 rpm bike engine sitting beside you for great handling. Drive these karts on our 5 metre wide track that's designed for real racing and overtaking, and you'll understand why people say that "Indykarts are on a different level!!"
Please note: there is a minimum age of 11 years and a minimum height of 1.4 meters
Indykarts reception area is modern and well appointed with over 350sq/m of space, to cater from 1 to 100 people. The centre will cater for individuals, groups, and corporate team building or activity days. There is plenty of off-street parking and even undercover parking for coaches. Coffee, tea, cold drinks and snacks are available and catering can be organized for groups

Quokka Talk (WA's Lotus Scene)

By Eddie Lankhorst

2014 has been launched with a bang. We have got our WA Lotus Club Championship off the ground with at least 13 expressions of interest. Unfortunately, not everyone has got themselves organised yet for the first round which saw six competitors but a great and well run event. Two EMR's have also seen great attendances with a variety of cars and owners and even one hopeful who borrowed an Exige S. We were also set to go with 18 cars for a Show and Shine at the Best of British Festival in March, but just got word that the organisers have cancelled due to lack of ticket sales. Oh well, more to look forward to with the Gin Gin British Car Display in a couple of months time.



A range of Lotus await their turn on the track

WA Lotus Club Championship – Round 1

The CAMS Speed Event – Twilight Series at Barbagallo raceway saw a great line-up of Loti ready to compete in our first round. We saw six Loti in attending and apologies received by Vicky Rowe and Carson (Mr George). This was the first year the organisers used a targeted scrutineering system where competitors were given the opportunity to arrange their vehicle check prior to the event. However, those that opted to have their car checked at the track were charged a $50 fee!!! So guys remember to arrange your scrutineering with your listed checking location, this also covers you for three months of scrutineering. Apart from this, the event was well run by the hosting club (WASCC) and they had little incidents meaning we finished the evening a little earlier than scheduled. Two runs were held in daylight, but after dinner BBQ, we competed under lights over the full long track.



With the smaller numbers and types of cars, I have settled on two Classes for our cars. Basically, NA cars are Category A and others are Category B. Then the points are 10 pts. for 1st, 9 pts. for 2nd, 8 pts. for 3rd etc. and that's for each Category. So the results so far are:

Category A

- Victor Popescu (340R) 10pts (1.11.8056)
- Eddie Lankhorst (Elise S1) 9pts (1.12.7827)
- Dinesh Pannu (NA Exige S2) 8pts (1.19.6957)

Category B

- Steve Metiltzky (SC Elise S2) 10pts (1.06.2827)
- Pete Best (SC Elise S2) 9pts (1.07.0376)
- Doug Runciman (SC Exige S2) 8pts (1.07.6059)



A lovely selection of marques prepare for the early morning run

The next round of WA Lotus Championship is due at Collie on Sunday 23rd March. For those inclined, there is also a Hill Climb at Collie on the Saturday. See you all at Collie.

Early Morning Run (EMR) Sunday 16th Feb

Our EMR begin with clear skies and with the plan for lots of interesting roads, made a perfect recipe for an awesome drive. We had a variety of Loti in attendance. Apart from our usual Elises, Exiges, we were blessed with Doug's beautiful new Orange Evora, Terry in his awesome red 1972 Europa, and to cap it off we had Paul in his nimble Lotus 7. Our adventure took us led by Vicky Rowe through the back blocks, windy quiet roads of Brigadoon, Bullsbrook, Chittering and Bindoon. Ed's expert navigation skills only had us lost once, but a quick turn around and we were all on track again (my excuse was an opportunity to re-group). Our finish was the Bindoon Bakery, a quiet well run country bakery which usually attracts lots of biker clubs and the odd car club and the Bakery always guarantees a good coffee and feed. So after lots of car banter over our coffees we disbanded to be faced with many onlookers of our cars with cameras. We never fail to attract attention in a Lotus.



TURN **FANTASY** INTO **REALITY**

Unlike other supercars, the latest Lotus Elise S need not remain a flight of fancy. Its sculpted body, powerful supercharged engine and incredbly stiff and lightweight aluminium chassis makes the Elise S one of the most involving and tactile sports cars you will ever drive. And with the latest Lotus Finance offer, getting behind the wheel has never been easier. Now's the time to turn your fantasy into a reality. Our 2.99% P.A comparison rate* on all Elise S new and demonstrator models will have you pinching yourself to make sure you're not dreaming.

LOTUS

LOTUS F1 TEAM

BARBAGALLO LOTUS DL2061
354 Scarborough Beach Road, Osborne Park WA 6017 **TEL: 1300 796 266**

BARBAGALLO.COM.AU/LOTUS

*2.99% comparison rate offer is available to approved credit applicants of Branded Financial Services Pty Ltd ABN 27 004 013 334 (Australian Credit Licence No 392188) on new and demonstrator 2013 model Lotus Elise S stock vehicles, financed over a maximum of 36 months with no balloon. Vehicles must be purchased and delivered between 01 September 2013 and 30 November 2013 and finance approved by 30 November 2013. While stock lasts. Standard fees and charges apply. Amount of credit will vary depending on model and options selected. Minimum cash deposit of 30% of the drive away price is required. Full conditions are available on application. Not available with any other offer. Branded Financial Services Pty Ltd reserves the right to extend or change this offer. Comparison rate is based on a 5 year secured consumer fixed rate loan of $30,000. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate.

Liqui Moly 12 Hour race

8th & 9th February 2014

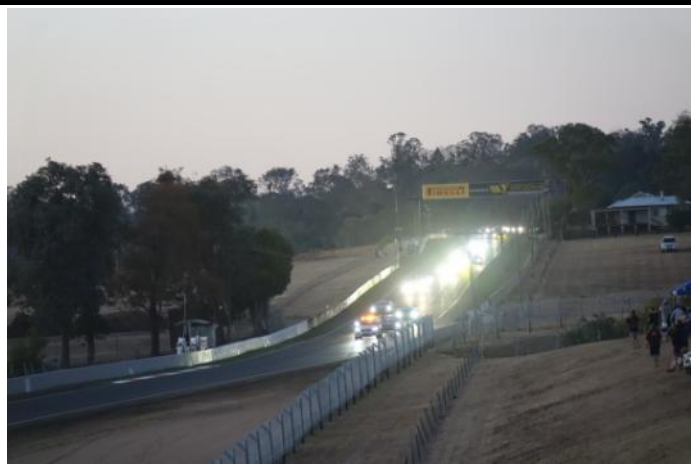
This year the Bathurst 12 Hour, which is fast becoming an internationally important endurance race on the calendar, took on additional interest and meaning, as we had two local Lotus entrants; the brand new Exige V6 GT car, sponsored and driven by Tony Allford from Donut King with Mark O'Connor and Peter Leemhuis, and the S2 Exige campaigned successfully for the last five years by Mark O'Connor, but this year being driven by a team from the UK lead by Gordon Shedden, the 2012 BTCC champion.

To mark the occasion, a small group of us headed out to support the team from SSC, and to watch what turned out to be one of the most exciting endurance races in recent memory.



CLA contingent ready for a day at the circuit & a night…….!!

We had booked a small farmhouse about 15 minutes from the track, but the first stop on the Friday was to the track and the Lotus pits to say hello to the team, and thence to a casual and very enjoyable evening at the house that the SSC crew were using on Conrod Straight; we met with Tony Alford and his family and team, shared a few beers with friends, and enjoyed the BBQ by starlight, looking out over paddocks with slightly ominous numbers of kangaroos!



6.15am and race start

Saturday dawned bright and warm, and once the dead remains of the Geminis had been cleared from the track, qualifying for the 12 hour got underway. Frustratingly for the drivers, the sessions were all interrupted by accidents (including one involving Skippy), some resulting in the complete write off of very expensive machinery, and doubtless some soul searching in the pits. Dave M happened to be filming when the Audi R8 of Salmon Talbot Luff and Bright launched itself into the wall, and his footage got used on the telly!! However, both the Lotus cars put down very respectable times, and followed a clearly planned and well executed strategy designed to get them to the end of the 12 Hour, not just the beginning! Working our way around the track, and particularly up over the top of the mountain, we got some spectacular views and watched some heart-stopping moments – who would have thought this was just the qualifying?!



See the circuit from that angle and it's got to be Bathurst

By about 3pm, suntouched and not a little warm, we headed for the farmhouse for "a cuppa tea, a lie down and a bit of a think" before dinner, for which we were joined by Dean and Chris who had made the trek from Brisbane. Dinner was a team effort, with much paring of vegetables, prep of the BBQ, and sizzling of sausages and onion resulting in bangers and

mash with beans and broccoli – who was it who said an army marches on its stomach? Well, you can't watch a 12 hour race on an empty one, that's for sure. Oh, and all washed down with a few good whiskies after dinner too.



Class winner car 54c the Exige V6

Sunday morning saw us up and at the track as the sun started to come up over the hills, and from either the grandstand or the top of the mountain, we watched the dramatic rolling start to the race. Once the pace had settled down a bit (as much as it ever did!), we headed back for a leisurely breakfast at the farmhouse (and even found a café open at 7am on a Sunday which did decent coffee!). Back at the track by mid-morning, and it was all starting to happen – the lead was changing every five minutes, the cars were starting to fall by the wayside, and even the Exige V6 had to come in having first lost a drive belt to some track debris, and then a rear tyre which gave up on the last corner and resulted in a full circuit at 40kmh, with cars closing at 200kmh – scary stuff for Mark who was driving. Unfortunately the "little" Exige lost its brakes at the end of Conrod and in the ensuing visit to the gravel trap, probably did rather more damage than it could tolerate, and successive visits to the pits resulted from damaged shock, then a damaged drive shaft, and finally the gearbox gave up. Throughout all this, the SSC team worked furiously to try to keep the cars out on the track, and by the end of the race (which in Class A was won by the Ferrari of Il Bello Rosso with one Craig Lowndes in the team, and with only 4 seconds separating the first four cars after 12 hours of racing!) the Exige V6 was the only car in Class C to finish the race, and therefore won its class! You know what they say – you have to be in it to win it, and never was that more true than for an endurance event.



Sadly the little S2 didn't make it

Throughout the race, the pits were frantically busy and fascinating to be a part of, and I can't thank Lee at SSC and Alastair at Lotus Australia, as well as Tony and Gordon for letting us be a part of the action and to be so involved in what turned out to be a fantastic result for the Pink (ahem, magenta) Lotus.

There are many moments which will live with me some time, but in no particular order they are:

- Watching the sun come up over the pit lane, and the sound of a million horsepower being unleashed;
- The little Fiat Abarths buzzing around at the back of the pack, like a pair of bees;
- Standing on the mountain with friends watching cars jostling for position at 200kmh on what is in effect just a public road;
- The highs and lows of fast laps and breakdowns;
- The seamless teamwork of the pit crews;
- Ricky and Angus from SSC – they seem to be in ten places at the same time! and
- Sharing a fun weekend with mates – thanks to Barry, Syd, Mike, Rob, James, and David for sharing the farmhouse, and Dave and Tim Mackie (and respective first-born sons!) for your great company, excellent photographs and stories from the campsite!

If you weren't there this year, you need to be there next year – it was great fun!

Ashton

Formula 1 News

The 2014 season is About to commence

For 2014, the FIA has updated its F1 Regulations, and some of the more interesting ones are:

- The introduction of a five-second penalty for minor offenses, which can be taken before work starts at the driver's next planned stop.
- Drivers are no longer allowed to park on the slowing down lap in order to save a fuel sample. (This is unlikely to be necessary now given that there is a fixed limit of fuel usage for the race) The wording states "Under no circumstances may a driver stop his car on the track without justifiable reason."
- Crew members now have to wear helmets when working on the car in the pit lane during qualifying, as well as in the races.
- Identifying unqualified drivers during testing: "Cars being driven by drivers who do not possess a Super License must be fitted with a green rear light which must be illuminated at all times the car is on the track."
- And of course 'donut' rule has been confirmed, as winning drivers do not have to comply with the requirement to head straight to parc ferme. They may now: "perform an act of celebration before reaching parc fermé, provided any such act: a) Is performed safely and does not endanger other drivers or any officials. b) Does not call into question the legality of his car. c) Does not delay the podium ceremony." I can hardly wait!!



This probably does not qualify as an act of celebration!

Swiss driver Simona de Silvestro hopes to move to Formula One in 2015 after a deal with Sauber.

The 25-year-old has become an "affiliated driver" of the team, which already has two reserve/test drivers in Giedo van der Garde and Sergey Sirotkin.

Last year she drove in the USA IndyCar series but she does not have an drive for 2014. She had zero victories in 65 IndyCar starts, but she did score a podium finish in Houston, where she finished second for KV Racing Technology in 2013.

"This is a major step towards me achieving a lifelong dream and I'm so happy to have the opportunity to take this step with such a great team," de Silvestro said. "The Sauber F1 Team is a team with a legacy and the only Swiss team in Formula One, which I think makes this even more exciting.



Russian telecom company Yota Devices has completed its acquisition of a 10% stake in the Lotus F1 team from its majority shareholder, the private equity firm Genii.

Yota manufactures the world's first always-on smartphone meaning that the screen does not black out when it is switched off. Instead it reverts to a low light level like that found in e-book readers. The device is named YotaPhone and the brand has become a partner of Lotus F1 as well as its owner taking a stake in the team.



You guessed it, it's a YotaPhone!!

Meanwhile Pastor Maldonado ended the second day of this week's Bahrain test with 31 laps completed after a fire in the rear of the E22 ended the day's running for Lotus F1 Team. Pastor set a lap time of 1min 41.613secs as the team continued to conduct evaluations of new parts. Pastor Maldonado, E22-02: "It was a tough day for us with the fire. We need to keep working and for sure it's not an ideal situation for the team, or for me but we need to keep focus, work together and I hope for the future we can be better. Today was my last day of pre-season testing so it will be very interesting when we get to Australia."



Pastor Maldonado in the new E22

Red Bull Racing's chief technical officer Adrian Newey has admitted his rush to design Red Bull's title-defending car for 2014 was a cause of the early-season technical troubles. Much of the blame where the RB10 struggled merely to run at the recent Jerez test, fell on troubled engine supplier Renault. Newey said, however, that Red Bull must also take the blame. "What stopped us at Jerez -- on our side as opposed to Renault -- was a problem where the bodywork local to the exhaust was catching fire," he is quoted as saying by the Daily Star in London. "It was really a lack of time. It was something we could have proved out on the dyno if we had managed to get everything together earlier. But Renault have been up against it in terms of their use of the dyno; we have been up against it making the parts in time".



Adrian Newey



A nice collection of our favourite cars, the dummy grid at Wakefield for our CSCA Event last month. Photo courtesy Zed Elliott

The James Bond 'Dezer collection' goes up for sale

US based property developer and car collector, Michael Dezer is dismantling his collection of classic motor vehicles, including 60 that have featured in James Bond films over the years. The cars are or have been on display in the Dezer collection at the Miami Auto Museum.

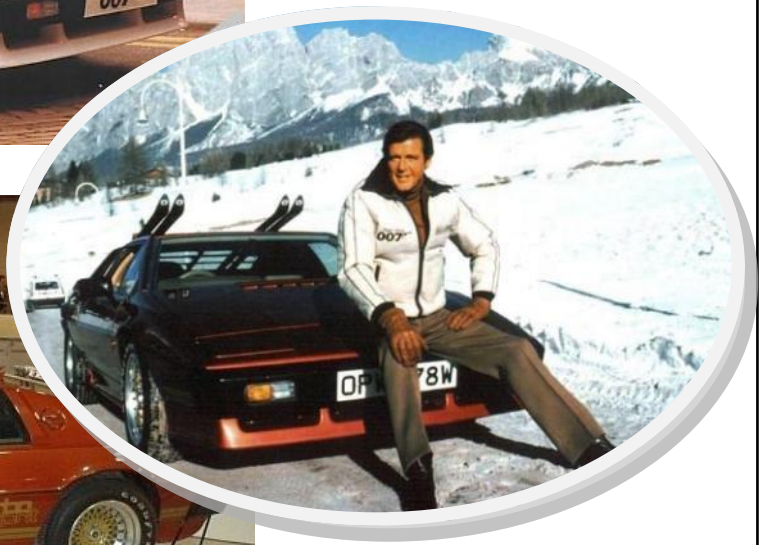
Whilst the whole Bond collection will set you back an estimated AU$37 million, some of the cars may be of specific interest to Lotus collectors, including:

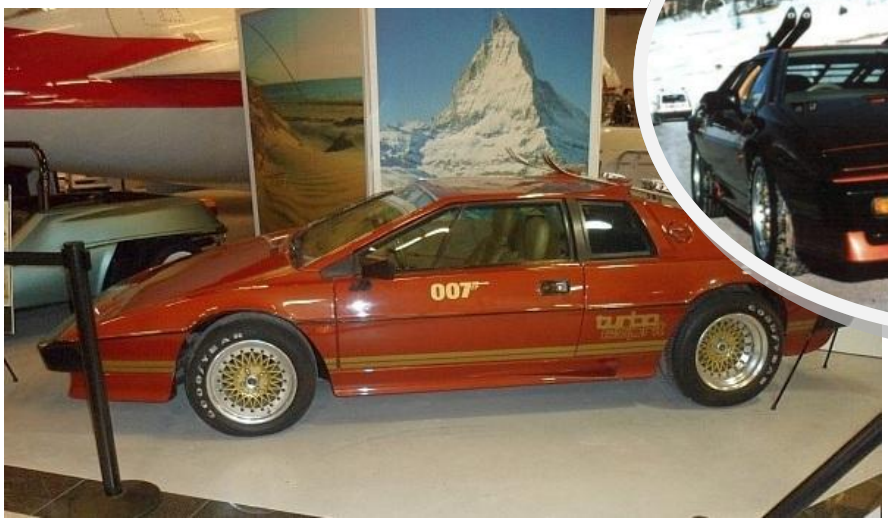
- Lotus Esprit S1 *The Spy Who Loved Me*
- Lotus Esprit Turbo in white *For Your Eyes Only*
- Lotus Esprit Turbo in bronze, with skis *For Your Eyes Only*
- Lotus Esprit submarine model *The Spy Who Loved Me (recently found in a scrapyard in the Bahamas and currently undergoing restoration.)*
- Lotus Esprit S1 Chassis & Body, possible prop but no provenance as yet
- Lotus Esprit S1 mould



Ideally the 60 car Bond collection will be sold as a whole but there is room for negotiation for the sale of just the Lotus cars as a single lot.

All the vehicles are now based in America, having been sent there following the closure of the Cars of the Stars museum in Keswick, back in 2011 but their sale is being handled by a UK representative.





We'll leave up to readers to decide which car is which!

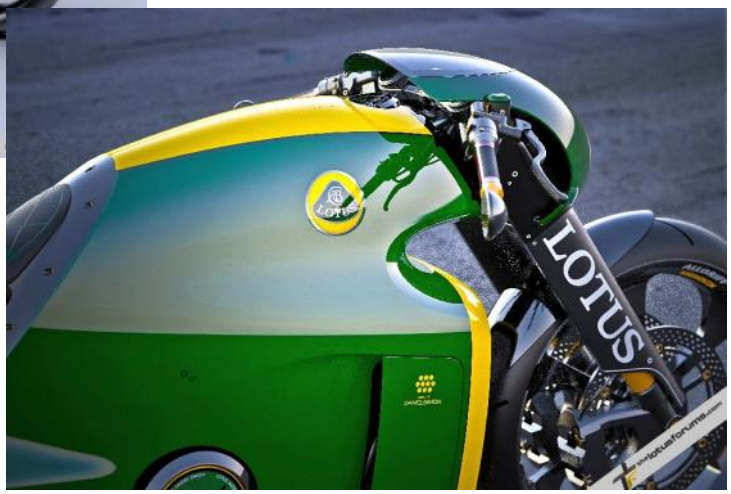
The Lotus motorcycle finally arrives

Kodewa, the German racing team and runners of the Lotus MP2 Le Mans car, have the prototype of the Lotus motorbike now road registered and ready for action. They have been granted a license to produce the motorcycle by Group Lotus plc.



Known as the C-01, there is no Lotus involvement in design, engineering or production. Instead, it is the result of collaboration between motorsport veterans under the leadership of Kodewa, led by Dr Colin Kolles. The development on the C-01 was carried out with the support of Holzer Group (co-owners of Kalex) and design guru Daniel Simon.

The C-01 will be available in a range of liveries some of which bear uncanny resemblances to Lotus F1 colours over the years. A customisation service is also available, limited only by the imagination of the client (I can just picture what a Jackson Pollock one would look like!!). With an exclusive production run of just 100 units, superbike collectors and fans of the Lotus brand will need to move fast to secure one.



LOTUS C-01 TECHNICAL SPECIFICATION

Engine	
Construction	2-cylinder 4-stroke engine, 75° V-style
Capacity	1.195 cm^3
`Bore	105 mm
Stroke	69 mm
Power	Approx. 200 HP
Transmission	6-gear jaw-type shift transmission
Lubrication	Dry sump lubrication
Main shaft ratio	40:76
Lay shaft ratio	15:41
Cooling	Water cooling
Clutch	Hydraulic anti-hopping clutch

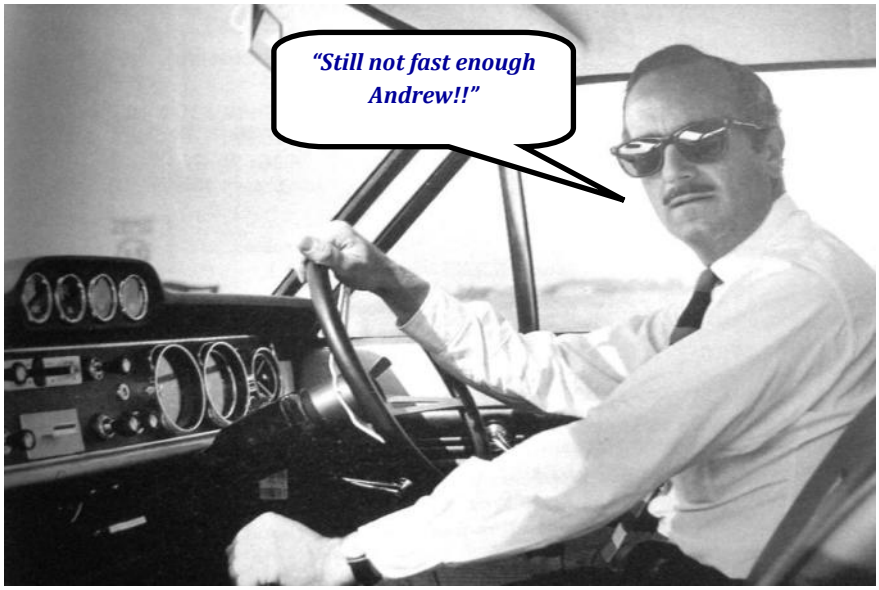
Colin's electric garage door

From the early 1970's until the early 1980's Andrew Freeby worked with Colin Chapman as his architect, designing many of the buildings at Hethel but mainly at Ketteringham Hall. When there were buildings to design and oversee Mr Freeby was kept very busy indeed, (regularly Colin would change his mind at the eleventh hour) but when there were no buildings to design Colin made sure that he was kept busy in other areas. Here is an anecdote from the mid 70's about one of them recounted by his son Simon.

"Andrew, I am fed up of having to get out of my car in the rain to open my garage doors, get back in my car drive into the garage and then get out again and close the garage doors. I want you to design an electrically operated garage door" says Chapman. Now bear in mind that technology in the mid seventies did not stretch to infra-red, lasers, beams or fields, Mr Freeby set to work pleased with something to do. He devised a system where two cables were stretched across the drive in front of the garage. The principle simple, when the vehicle passed over the first cable it would trigger the electric motor to open the door, when the car passed over the second cable this would reverse the polarity of the motor and the doors would close again. Simple efficiency that was always the best solution to any problem.

Testing the doors they worked like a charm. Pleased with his creation he informed my Chapman that the project was complete and that he could use the garage.

A week later Colin summoned him to his office, concerned that the project had somehow failed he nervously knocked and entered. "Andrew, those garage doors, they are too slow" (Colin was an inpatient man), "I have to wait for them to open before I can drive in and then wait for them to close once in the garage. I want them to be fully open by the time I get to them and fully closed by the time I have parked"



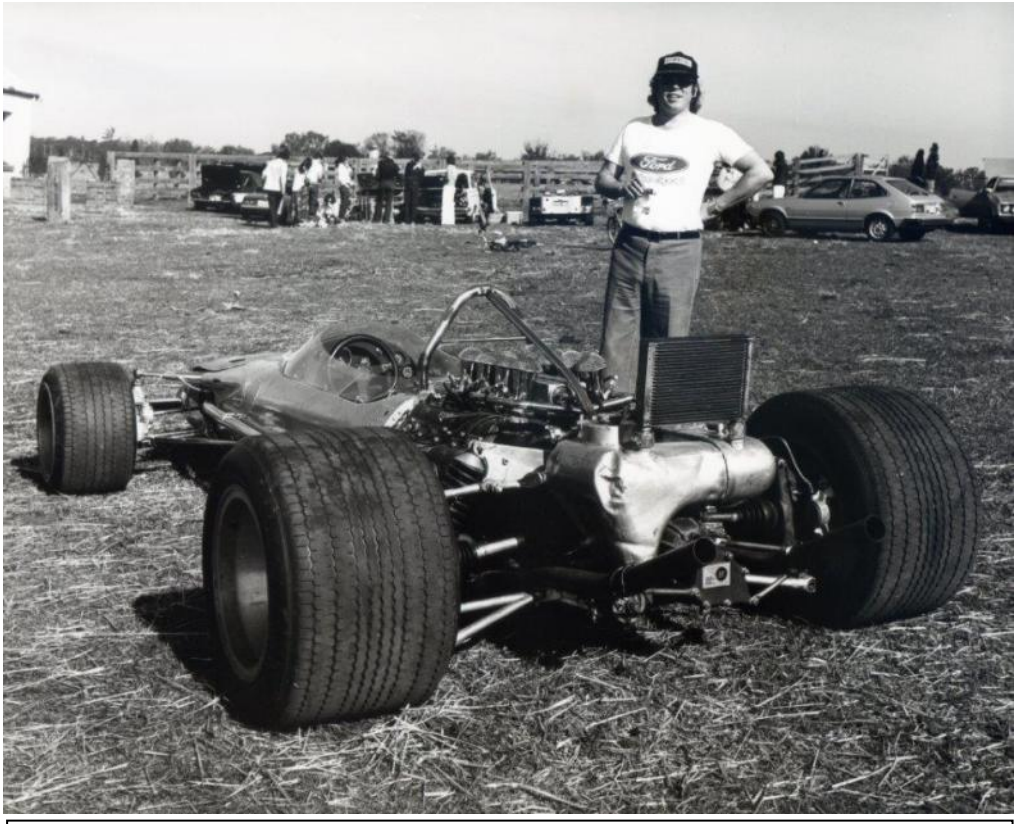
Simple thought Mr Freeby, I will move the opening cable further up the drive and move the closing cable closer to the opening cable that way the doors will open earlier and the closed by the time he has parked. The adjustments were made and tested and found to be significantly improved.

Another week and Andrew is summoned again "Still not fast enough Andrew!". I probably should point out that by all accounts Colin wasn't afraid of the loud pedal. Again the adjustments were made. Just days later "I am still having to wait Andrew, I want the operation to be faster, I don't even want to have to brake until I park." said Colin " so, against his better judgement, Andrew set the system to open and then immediately close so that Colin could drive in without even having to slow down until within the garage.

The system was tweaked to perfection and worked well for some time too, until rats had chewed through the opening cable and the doors didn't open without Mr Chapman braking or even having time to brake. I believe the car was recycled for parts back onto the production line although I couldn't possible prove it. My father was thankful of that watertight contract!

The Ex Graham Hill Lotus 49 from the late John Dawson Damer collection leaves our shores, probably never to return.

Got a bit of a shock last week when I found out that the Lotus 49 formula one car, part of the John Dawson Damer collection was off overseas. It has apparently gone to Classic Team Lotus for a bit of spit-n-polish before going to be auctioned by Bonhams at the Goodwood Festival of Speed on 27th June. The car 49B, R8, was made famous by Graham Hill and came to Australia for the 1969 Tasman series. As best I can tell, this particular chassis number never won a GP, but the model was the one that saw Hill win the World Championship in 1968. Doing some very quick reading about this car, there may be a bit of a story behind it. Haven't time this month, but there may be a future Myths & Legends story in it! I'll keep you posted!



Marc Schagen sent me this photo of John alongside his 49. It was taken by Owen Wuillemin many years ago. When you saw the 'ding' in the oil tank you recognised the car immediately! Judging by the terrain and the other cars there I guess it was one of DD's 'round the buckets' days. Can any reader confirm this?

The adjacent photo is interesting. Notice the decal in the centre of the Gold leaf badge is painted out. Normally it was the image of the Players Sailor but in Australia it was painted out for some reason so perhaps this was Hill over for the Tasman series. Lotus later replaced the sailors head with the Union Jack



Graham Hill in a 49, but was it this one.

Tom D.


IT'S ON! IN SYDNEY
TICKETS ON SALE NOW!
8-9 MARCH 2014
BBC TopGear
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SHANE JACOBSON • STEVE PIZZATI • CRAIG LOWNDES
AYRTON SENNA TRIBUTE EXHIBITION
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CHAMPIONSHIP WINNING FORMULA ONE CAR
INFINITI RED BULL RACING F1 TEAM
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LOTUS 2015 to celebrate 20 years of Lotus Elise

In September 1995 at the Frankfurt and London Motor Shows, Lotus unveiled a two-door, back-to-basics sports car that would return Lotus to its roots. The Lotus Elise, named after then Lotus Managing Director Romano Artioli's grand-daughter would reinvigorate the Lotus brand, inspire Lotus enthusiasts, and introduce a new generation to the thrills of Lotus ownership. The London Motor Show Press release stated:

"The Lotus Elise is the first of a new breed of supercar - small, high-tech, and elegantly simple, yet with satisfying performance for the young-at-heart enthusiast. Light weight, efficiency, and driver satisfaction have been the hallmarks of classic Lotus sports and competition cars since 1948 when Colin Chapman built his first design. Today, Elise puts these elements into sharp focus, delivering exciting performance with a high power-to-weight ratio by achieving low weight rather than high power. Such low weight (only 675 kg) benefits braking, handling and steering response, and also cuts down fuel consumption."



The Elise at its release in 1995

In October 2015, Lotus enthusiasts from around Australia will converge on the Barossa Valley, South Australia, to celebrate the Elise's 20th Anniversary at *LOTUS 2015*.

To be held from the 2nd to 5th October 2015, *LOTUS 2015* will offer owners of Lotus and related cars the opportunity to mingle, compete, socialise and compare notes with fellow enthusiasts in the heart of the iconic Barossa Valley.

Open to all Lotus enthusiasts, the biennial national event is forecast to be the best ever and will feature:

Welcome BBQ at the *LOTUS 2015* HQ.
Lotus national Concours d'Elegance.
Lotus track day at Mallala Motorsport Park.
Social activities, food and wine tours.
Drive opportunities in the wonderful Adelaide Hills and Barossa Valley region.
Hosted dinners each evening.
Charity Auction.
A very special guest with LOTUS credentials.

Whether your Lotus interest is restoration, enjoying driving, motorsport, Concours, socialising, or experiencing the best of the Barossa Valley, *LOTUS 2015* is the event for you. The organisers are particularly keen to attract as many historic Lotus from the 50's and 60's to *LOTUS 2015*.

The latest news and information on *LOTUS 2015* will shortly be available through the new website www.lotus2015.com.au. You will also be able to register an expression of interest and be placed on the mail out list to be kept up to date with developments for *LOTUS 2015*.

Results of the 2013 NSW pointscore for both Clubman and Competition

Clubman Pointscore 2013

Basquil	Mike	190
Costa	Robert	155
Roskill	Ashton	145
Edwards	Keith	130
Doc (Lange)	Kyle	130
Jones	Evan	120
Donnan	Michael	120
Brook	Phillip	110
Easterbrook	Phil	105
Hobbs	Graham	85

Competition Pointscore 2013

Wilson	Richard	280
Hodder	Rex	280
Goodwin	Len	264
Alexander	Mark	256
Andrews	Duncan	189
Rodgers	Dean	184
Reinhardt	Syd	176
Challenor	Andrew	171
Brady	Dennis	158
Thompson	Stephen	140

NSW CLA Diary 2013

Date	Points	Type	Name	Time	Location
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					
Tuesday 13th	Y	Social	CLA Monthly Meeting	7.00pm	Reevesby Indoor Go-Karts
June					
Sunday 1st	Y	Competitive	CSCA JDC Event 2	8.00 am	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 14th	Y	Competitive	CSCA MGCC Event 3	8.00 am	SMP South
Saturday 28th	Y	Competitive	CSCA AHOC Event 4	8.00 am	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**
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* 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.