April 2016

Chunky's Chatter



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



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CLUB LOTUS AUSTRALIA
APRIL 2016

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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.

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Cover Photo. 1979 Sunbeam Lotus, Dutch driver Anita Renes photo by Maarten Vogels courtesy of The Lotus Forums.

NSW General meetings are normally held on the Third Wednesday of each month. This months meeting is Wed 20th April. Back to where the club really took hold, the Sydney Rowing Club, Watergrill bar. 613 Great North Road Abbotsford. 7.00 pm Great food available as well as club prices **CLA Canberra contact: David Leaney** david.leaney@live.com.au, 0402 411 888.

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Presidents prattle
With Ashton Roskill



Hello everyone and welcome to April's Chunky's Chatter,

Can you believe we are already a quarter of the way through the year? Mind you, with lots already planned, something tells me the remaining nine months will do their usual trick…

Huge thanks to John Bowers for talking about his wonderful and historically unique racing car at the General Meeting in March, and to Lee and the team at SSC for hosting us - I gather it was a fascinating and fun night, and I'm sorry not to have been there. As a matter of interest, I would be grateful on feedback regarding club members interest in Historic Racing - is it something there is a latent interest in, particularly in the 20-40 year old membership, or is it a slowly-dying activity? Discuss….and please collar me with your thoughts. Feel free to write a letter to me or Tom on the subject if it is something we can get a discussion going on in print.

We had the second Committee meeting on Saturday 2nd to make sure everything is on track; I'm pleased to report that it is; we have a few members who haven't remembered (or perhaps don't want to!) renew but otherwise membership looks strong, revenue and cash are in good shape, and we have lots planned for the rest of the year. Minutes will be on the Members area of the website as soon as I can draft them up!

April's General meeting is aptly named ''Return to the Womb" as we revisit the place where the club really took hold, Sydney Rowing Club. Meet in the Watergrill Bistro booked for Wed April 20, 2016 at 7.00 pm.

613 Great North Road Abbotsford.

17th April is the next Tyre Kick and Coffee - we had a good showing of local cars last month, and it would be lovely to see a few more - and the coffee is surprisingly good for a little cafe on the side of an oval! Still at Gough Whitlam Park in Tempe.

30th April sees the first of the Lotus Only Track Days, run by SSC, and happening at Wakefield Park - those who have been before know what to do, those who haven't enjoyed one of these fantastic days, get your entry in sharpish - they disappear quickly - book through the SSC website here: http://www.simplysportscars.com/shop/1010-lotus-only-track-day

Followed the next day by the next round of the CSCA sprints (AOHC round) - so that should make for a fun weekend of motorsport :)

May's GM will prolly be a shed tour - watch this space for more detail but it promises to be a fun one…

Tom has done great work to get the Lotus Lunch series underway, with the first one in a couple of weeks, so make sure to come along - full details elsewhere in here - it's a great excuse to get the car out for a gentle potter up the Northern Beaches.

And finally on the events front (for this missive anyway) make sure you put the Queens Birthday weekend (11-13 June) in the diary to visit Retro Racefest at Eastern Creek (sorry, Sydney Motorsport Park) where we will be celebrating 60 years of the Lotus Eleven, and are hoping to gather as many of the 12 Australian and New Zealand Elevens as possible - currently 6 have committed to be there, which will be fantastic.

Other stuff that is going on….

You will see a note in here from Rob Costa asking for contributions to the 2017 CLA Calendar, which, following our successful experiment in 2015, promises to be a magnificent celebration of our club, members and (most importantly) cars; so make sure you get photographing or into the archives and dig out those great shots - they need to be hi-res to enable them to be blown up to calendar size. We will be asking for a contribution of $10 per calendar per member towards the production and shipping costs and the club will subsidise the rest.

Elsewhere (literally and figuratively) the build of the Tufts Eleven is progressing well (as it needs to if I am to drive it at the Retro Racefest in June!), and I hope to have a write up to share next month (don't hold your breath however!)

My apologies once again that due to work commitments in Auckland I am not as present during the weeks as I would like, but the Committee is getting out and about a great deal, and I do look forward to seeing you at the various weekend events above.

In the meantime, I hope you all have a continued wonderfully warm and summery Autumn, and please keep it safe, upright and on the blackstuff!

Pip pip

Ashton

From the Editor
Tom Devitt

Well, it's my own fault really. Having revived the memories of Dany Bahr/Swiz Beats and their antics at Lotus in a recent newsletter, I found myself in a doctors waiting room with 6 people in front of me and a huge pile of old WHO magazines on the table alongside me. So yes, I started leafing through them and what a time I had. Appears Swizz was once partnered with Kanye West



ChyRo showing off their good taste in clothes

who is married to one of those ghastly Kardashian women. Can't really remember which one… Kreepy, Klingy or Korpulent.. I think probably the latter. Anyway turns out the girls have a brother named Rob. How he ended up with such a simple moniker is a puzzle, surely it should have been Carob (Sorry, Karob).

Turns out Rob is about to split up with his girlfriend Blanc Chyna, and hers is also an interesting story all by itself! Originally born Angela Renee White, she started calling herself 'Cream' in 2010, whilst working in a club as a stripper. At this noble establishment she met "a client" who called himself Black China. The logic behind this fascinating name was that he was black and had Chinese looking eyes. Our girl thought this was sooo cute she changes her name, with an up-market twist to Blanc Chyna. By the way, the two of them (Rob and what's-her-name) went by the nickname of ChyRo (Go figure!)

With only one person in front of me for the doc, I was almost shocked out of my seat to learn that Rob's role in life is as a Sock Designer. I am constantly amazed by the occupational banalities the Americans thrust upon us and I know we all have our cross to bear, but Sock Designer ..really!!

As Lotus enthusiasts we have always understood the true meaning of design. The people who were then, and still are, drawn to Lotus embodied the marque with such design innovations as to change the course of automotive history on many occasions. From the early days of Colin and Hazel, South Australian Derek Jolly (hopefully more about him in a future issue) Mike and Frank Costin, Peter Ross, John Frayling, Peter Kirwan-Taylor, Ron Hickman, Peter Warr, Keith Duckworth, Tony Rudd, Mike Kimberley and Maurice Phillippe, the factory constantly amazed the automotive word with its innovation and design. I sadly expect that none of these men were ever be able to add the coveted title of Sock Designer to their already impressive CV's.

After too long an absence we have the welcome return of Alastair Brown and his report of his favourite event RACV Fly the Flag. Additionally for the technically minded we have an article from Mike Moore on his Duratec conversion for his S1 Elise and a reminder of a couple of events later in the year not to be missed the Retro Racefest on June 11. Ashton is doing his darndest to get all 12 Lotus Elevens in Australia to that meeting for the diamond anniversary of the car. The second is the 40th Anniversary of All Historic racing at Wakefield on the 17th and 18th September.

Tom

From the Track

with Mike Basquil

2016 CSCA March Report

Round 2 of the 2016 Series saw the track warriors at SMP Driutt Eastern Creek North to those that don't speak marketing with the MG Clubs of Sydney and Newcastle as hosts. It was the first Event in several years that I was going to miss, a holiday in Phillip Island beckoned so the Guys would have to look after themselves and keep out of mischief, might be a tall order but they are all big boys now. CAMS was a hold up with getting the permit through so Entries were only opened three weeks prior to the Event, but when I spoke to the Event Secretary before leaving all was in readiness although entry numbers were down on past years – seem to be a trend in 2016. CLA supplied 20 runners in the field of 89 so we are well represented, but our numbers are down on previous years and this is more so in the other CSCA Clubs

The Event got off to a flying start with the gates open at 6 am and Scrutineering off and running by 6:30am with 89 Entrants planning on giving the Timers plenty to do during the day. The weather played into our hands a little to well as the day progressed with hot conditions leaving all runners looking for the air conditioning button. I gather waiting on the dummy grid in fireproof gear in the sun wasn't a good experience. The pleasing trend we have adopted is to lengthen the run time for each group as the day progresses, this enable those that wanted more running to fill up the places of those that had had enough I believe 6 runs were available

Results: Len Goodwin continues to be the pace setter scoring with a win in *Class C2* in the 6^0 R replica leaving a hord of MGB's in his wake and 14th outright. *Class D8* saw Rex Hodder the class winner in his Exige with James Kinghorn in his Elise 2nd and Andrew Lydon in his Elise was 3rd Andrews first run at the North circuit last time at EC in his Formula Ford wasn't a good memory. Richard Wodhams was 4th in class continuing to bring down his PB times with every outing in his striking orange Elise. Dennis Brady in his Elise came home 5th. *Class D4* saw Mark Alexander put in a time of 1:09.3984sec in his Exige S for fastest Marque car on the day but beaten in to second outright by a very quick MX5 on slicks but still took the class win followed by Leigh Fuller in his Elise S 2nd in class. Stephen Alcorn was have his first run at the north in his Elise S and placed 3rd in class improving his times throughout the day. *Class D1* had Martin Duursma in theV6Exige the only runner I note he put in his best time of the day running the air conditioning appears driver comfort rules. *Class R7* was the battle ground of the Honda Powered Lotus and Clubman's Dave Mackie in the HPE Exige taking the Class win from Phil Abraham in his MNR Vortex with Terry Waugh in the Westfield 3rd *Class 2AM* had the Renault group out numbered by MX9's by Campbell Smyth in his Clio edged out the rest by half a second for the class win. *Class 8BM* saw Phil Tout in the Focus over come by the opposition Phil being pushed into 4th in class place till the next round. Peter Deller brought his AU falcon out for a run coming home 7th in class. *Class 9AM* saw Wade Lillington and Adrian Weir in their Clio's 1st and 2nd in class by the barest of margins with a group of MX5's following; MX5's appear to be the weapon of choice if you aren't running a Lotus. *Class 9BM* is by far the biggest class in the field with 18 runners CLA being represented by John Deller in the V8 Commodore coming in 10th in class; Greg Baker in his Pulsar 12th and Keith Edwards in the Audi RS3 14th Keith is still in the running in stage with this new purchase it does look like fun though.

Round 3 will be back at the North circuit once again with the Jaguar club as host entries will be available from 1st April, I'm led to believe that all is in readiness the remaining CSCA dates are:

14th May JDCA at SMP North
25th June AHOC at Wakefield Park
17th July SCCA at SMP Amaroo
13th August MOCA at SMP Gardener
22 & 23rd October TSOA at Marulan Driver Training Centre

Yet another reminder that the Australian Supersprint Championship this year they are to be held at Winton Motor Raceway Benalla over the weekend of the 23rd & 24th April this is the ANZAC Day weekend hosted by the MSCA, with the Lotus Club Victoria being an integral part of this organisation I sure you will be made welcome. One month before

RACV Fly the Flag Western Tour 2016

Alastair Brown makes a welcome return to our pages

Riding along in my automobile, - no particular place to go" – apologies to Chuck Berry. We did have places to go, banks to rob, vineyards to plunder, animals to slaughter and some upchucking.

Once again I had booked early to go on the Tour as it is so desirable to be on it. The NSW contingent consisted of Bill in his sandy V8 XD, Allana in her super-fast Porsche, Ron and Barb in their misty green ever-reliable EH and me in my XD Ghia accompanied by my brother from UK who had flown out especially for the event.



Alastair all ready to set off in his Falcon XD Ghia

We set off on Friday 11 March and headed up the Blue Mountains to Medlow Bath where Ron had made some delicious scones. "We got us a convoy", and headed down the Olympic Way, a great drive, to Cootamundra, the Wattle Town, but no wattle out at this time of the year. The motel was swarming with bikies but the reasonable kind who could string a sentence or two together, one of whom was an ex-rozzer and closely related to the famous racing Mackie's'!

Saturday was a hard slog to Melbourne in stinking heat. Thank goodness for aircon in the luxury Fords! A couple of incidents occurred. One, when some persons of 'the other faith' were asked to speak English and one with the motel receptionist who was an absolute prat. Life is full of dramas but we deal with them as best we can. The older you get, the more mellow you become and we are far more into life preservation in advancing years.

Sunday was the start of the Tour at Keilor where we assembled for breakfast, all 201 cars – except already 2 Shaguars had broken down getting there and another 3 Shaguars failed to proceed during the day, hence the slaughter of furry animals (Jaguars).

Off we went on a rather cool and occasionally rainy morning to Ballarat where it was sunny and hot. Mexican weather is so precious. Thence to Hamilton for an overnight stay. The next day was a loop tour, the highlight being lunch provided by the Mothers Club of Dunkeld. At Coleraine we saw classic cars at the museum, all owned by the same fellow who had a canny knack buying up any deceased estates where the new owners failed to appreciate the value of old motors.

On Wednesday we drove past the flag-waving children at Gray Street Primary School and a nearby aged-care facility where the elderly had parked their scooters and zimmers on the nature strip to watch the procession. Then on to Port Fairy, a delightful place to visit, and Warrnambool. That evening we were entertained at the Flagstaff Hill Maritime Village with the 6 o'clock gun being fired (and no one was hurt) followed by a huge BBQ.

Unfortunately some suffered food-poisoning the next day which was a shame as we drove along the Great Ocean Road in glorious sunshine. Cars were stopped by the roadside with passengers shouting "Huey" and "Ralph". We avoided the 12 Apostles (which, apparently, now number 17) as it is a real tourist trap and there are other far better places to get a good view of this magnificent limestone coastline.

That evening we ended up in Geelong (my car knew its way there!) and on Thursday we drove to Mooramong, a beautiful country home. In 1926 Mooramong was acquired by LKS Mackinnon. In 1937, son Donald (Scobie) Mackinnon met Claire Adams, a Canadian-born famous Hollywood silent movie star, in London at the celebrations in advance of the coronation of King George VI. After a whirlwind romance and marriage after 3 weeks, where Claire understated her age by at least 10 years, they returned to live at Mooramong.



Those 2 bad boys Alastair and his brother

The couple entertained lavishly and drove Rolls or Bentleys. In fact Scobie converted one Roller into a Ute for carting hay, lambs, dogs etc. We had lunch at the property but spent most of the time fighting off the flies which were as big as Stukas.

Then to Ballarat for a great evening of dancing. I found several ladies who took pity on my gyrations - yes, the hip is better now, thank you. Friday was a lay day but we visited the RACV Resort at Creswick. We gorged ourselves on freshly baked hot cross buns and biscuits. This a beautiful place to stay if you are ever in the area.

Back to Ballarat for yet another lunch at the Beechworth Bakery and a raid on the op-shops. Also raided the ATMs for more cash and tried to drink as much red ned as possible, an everyday occurrence! This evening was the Fancy Dress event and, once again, it was an absolute hoot. Heaps of American gangsters and their molls, hippies, airline pilots, flapper girls etc. My bro and I went as the Blues Bros – again. I shall have to try harder next year. I was happy to dance with some of the molls.

And so to Saturday. We returned to Keilor, lunch and prize-giving. Regretfully, no prizes for the NSW contingent but we had enormous fun. My favorite cars on the run were an Alfa Romeo Montreal, a Maserati Indy, a Singer Le Mans (yes, had one of those very rare 1934, 6 cylinder beauties years ago) and a Riley Kestrel.

With sadness we left a ton of friends (hardly a dry eye or sump in the place) and drove to Wangaratta and the following day back to Sydney. The old XD didn't miss a beat, doing 3100 kms and didn't use any oil; such a comfortable car with leather seats, electric windows, power steering and heaps of grunt.

I await my rare 1971 British beauty which is on the high seas but due to land on 9 April. Move over, Colin and Ferdinand, Jem will be ready to kick butt!

Alastair Browne

the Event there are 90 entries at present with a cap of 138 runners for each day, running both days is by far the best value for money. Many of us have enjoyed Winton at the LOTD now is your opportunity to show what our Marque is made of, be warned though accommodation isn't all that plentiful so if you are going to have a go book early to avoid disappointment.

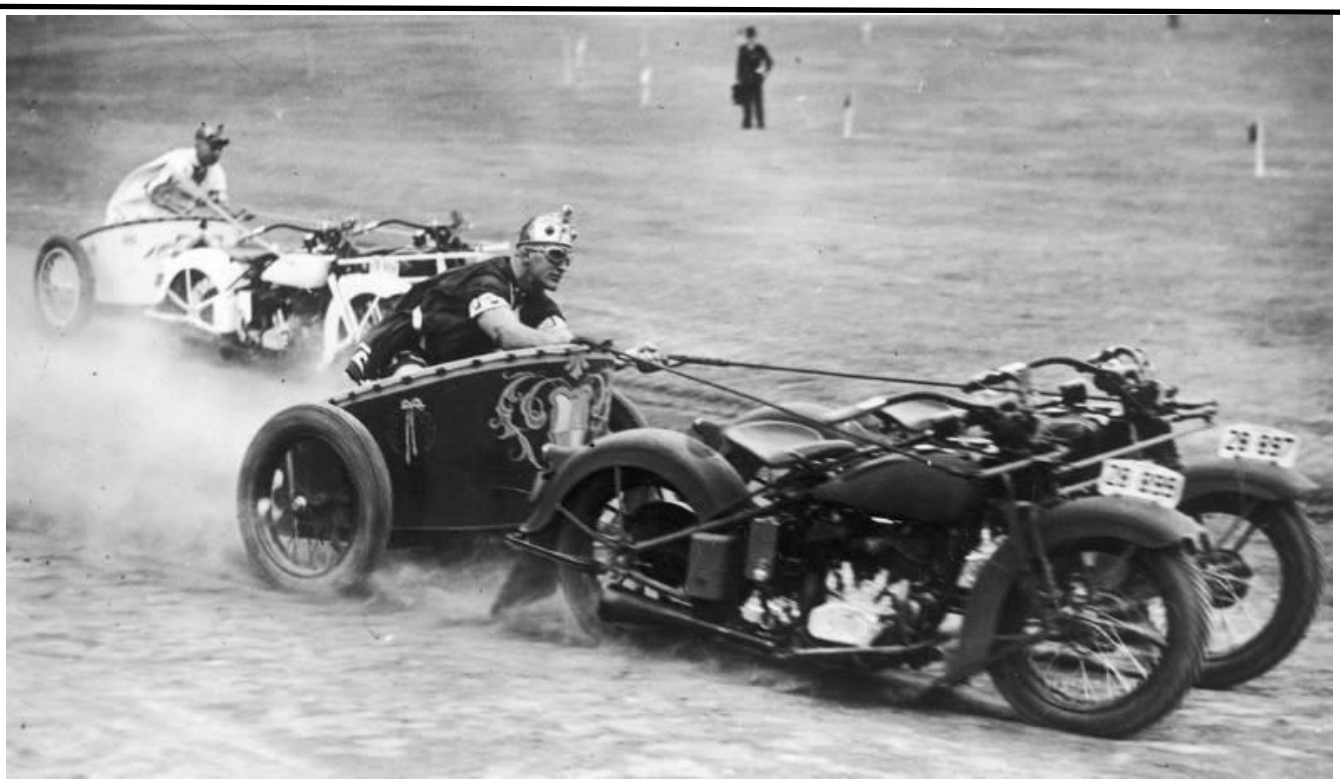
See you at the Track,

Mike Basquil

SYDNEY RETRO RACEFEST

SYDNEY MOTORSPORT PARK
JUNE 11-12, 2016

Presented by Mercedes-Benz Parramatta



Somewhere in America in the 1920's but too good a picture to pass up!!

Reflections on the transition from an Elise to an Evora – or "how I realised I don't know how to drive"

by David Leaney

I've been an Elise owner for 11 years. 11 wonderful exciting years of fun, learning, and slow improvements. Anyone who has driven with me on track days knows I'm "reasonably competent", but I'm not a natural driver and I won't be setting any records at Wakefield Park. But 11 years means I've got to know an Elise pretty well, and I briefly held a few lap records at the local hillclimb track before some-





one came along and cheated by using actual talent.

So … why the change to an Evora? Are you kidding me – have you seen one? J According to my darling wife, they're hot, and we had to get one (she's a keeper). The purchase was prompted by watching the car chase between the Aston Martin DB10 and the awesome Jaguar CX-75 in 007's latest movie Spectre. After watching that movie, we came home and got onto carsales.com.au – dangerous thing to do.

What's different? In short – everything. The Evora is not just a bigger Elise. It is nearly twice the weight, and nearly twice the power. Power to weight is therefore similar, but it has mass and momentum, and while the steering is as amazing and intuitive as Clarkson says in his Top Gear review, you can't cheat by just pointing it around the corner without proper preparation and balance. My 20 metre launch time at the hillclimb has dropped from 2.41 seconds in the Elise to 2.24 seconds in the Evora. But I'm still half a second slower with overall lap time. I'm having to learn how to drive (either again, or for the first time, depending on your perspective). What else is different? It has iPod/iPhone, Bluetooth, sat nav, reversing camera, electric mirrors, and other things out of the 21st century. I was lucky enough to buy a launch edition, so it has all three option packs of sport, premium, and tech. Sport gives you sport mode (why would you ever switch that off?), better engine response, higher rev limit, and better brakes. Premium gives you incredibly comfy leather seats and nicer colours. Tech gives you the gadgets I mentioned before, along with tyre pressure monitoring and rear park sensors.

Oh, speaking of tyres, the factory tyres are decent road tyres, but don't last 45 minutes on a track before they start to melt. See the photos. I had planned to take it to Wakefield and use up the tyres in a day then buy some proper R-spec semi-slicks, but that plan didn't quite work out, and I was back home before lunch.





But I love, repeat LOVE, the change from road tyres to semis. It totally transforms the car, and it is back to being more like the responsive, nimble sports car I've been used to over the past decade. So if you do buy an Evora, you will really like it with road tyres, but you will love it with proper tyres.

I'll finish with some comments from passers-by or other people at the local hillclimb:

- Is that one of those McLaren MP4 thingies? (OK, from the front, they might have borrowed a design line or two from the MP4-12C)
- I thought Lotus only made little kit cars (philistine)
- Wow, did you get any change out of half a million? (I liked that comment)

Overall, I really love the Evora. But it's quite a transition. And I miss being able to take the roof off.

David Leaney

Rob Costa seeks photos for the CLA 2017 Calendar

" I'm Robert Costa and have taken on the challenge to create next years calendar. My theme is "People and their Lotuses" so am looking for photographs that depict the relationship between the owners and their cars. All photos considered though! The best resolution you can muster would be great. I'm only looking for 12 photos…how hard can that be :-) !! My mobile is 0417213042 to discuss or robert@southhouse.com.au . I'm sure we can organise a "dropbox" type drop off point for photos that can't be emailed."

Rob

Monthly meeting at SSC featured John Bowers and film of his Lotus 25 R4 in action at the hands of Andy Middlehurst

Wednesday March 16th brought us together for our second monthly meeting of 2016, in which John Bowers presented some wonderful history and stories about his ex-Jim Clark 1963 Lotus Type 25 R4. And now you can relive it all through the magic of photography!



First off – a huge 'THANK YOU!' to John Bowers for joining us for the evening. His presentation was packed with great photos and stories, and the footage he brought along of the car in action was magnificent.

Thanks as well to Anne Blackwood for taking care of the evening, organising nibbles and introducing John, PJ and the team at Simply Sports Cars for hosting us and, of course, everyone who joined us for a relaxed and social mid-week catch-up!

They say a picture's worth a thousand words, so that's enough of one and time for the other! On to the pictures.









Quokka news
W.A. Lotus Championships and Cars for Kids

WA Lotus Championship – Round 1

On a pleasant Sunday 7th February we held our first round of the WA Lotus Championship at the RAC driver training centre. The results are:



Driver	Class	Fastest Time
Richard Cooper	B	3:11:756
Steve Metlitzky	A	3:11:252
Paul Bui	B	3:27:687
Alan Watkins	A	3:40:307

State Sprint Championship – Round 1

Sunday 13th March was a very hot day for the track. Air temperatures reached 41deg and track temps exceeded 57deg, so we knew our cars were going to be challenged with the heat. Thankfully no casualties but lots of fun!

It was the inaugural outing for Graeme Martin in his "Frankenstein" Elise S1 and he drove like a true race car driver. It was also two years since Kevin had been on the race track. His first runs were conservative but he soon got his mojo back and recorded a fast time. We all saw some impressive driving from Paul Bui who managed to find another 5 sec improvement on his last run for the day. Well done to all who competed.



Driver	Class	Fastest Time
Steve Metlitzky	A	3:10:564
Graeme Martin	A	3:12:505
Andrew Graham	A	3:14:247
Kevin Fitzmaurice	A	3:21:728
Paul Bui	B	3:22:099
Eddie Lankhorst	A	3:23:507
John Edmondson	B	3:31:982





CARS 4 KIDS IN WESTERN AUSTRALIA

BY EDDIE LANKHORST, PHOTOS BY TIM ALLOTT

Cars 4 Kids is a charity event held at the Perth International Airport to share the excitement of cars and motor-sport with disabled and seriously ill children and their families.

Our Western Australian members were out to support the cause this 7th of March, 2016,

Monday's March Labour day holiday was the day to be at the track for kids and families to enjoy.

The Cars 4 Kids event event was a non profit fundraiser for a few childrens charities, who support sick and disadvantaged kids. The day involved many aspects of the motor car, such as exotic car displays, passenger fast rides on the track, drifting exhibitions, burn outs, remote car drifting, and then finishing with a jet powered car experience.



It was a lovely day and we were pleased to be able to support such a worthy cause.



S1 Duratec Conversion

by Mike Moore

Over the past couple of years, I have earned mild notoriety in Lotus-driving circles. Sadly, it's not because I'm particularly skilful or fast but rather because I like to drive my car to the circuit, have a bit of a flog around and drive home again. Not that unusual you might think and of course you would be right. The circuits I drive to most often are a 2500 to 3000km round-trip away but even that's not so unusual. No, I think the real reason people think I'm a bit "nuts" is because I make the trips in my 340R. As with everything in life, the Devil is in the detail.

Now there is a phrase that VW have become all too familiar with over the past year. It's true that all emissions tests are flawed. It's also true that all internal combustion powered vehicles operate outside the parameters required to pass those tests throughout a significant portion of their operating window. But where VW overstepped the mark was having "dual map capability", i.e. they produced cars that behaved differently in the same portion of their operating window, depending on whether they were in a laboratory or not. And for stepping outside the regulations in such overt way, they will pay a not inconsiderable price.

Now, we could debate the pros and cons of Australia's vehicle regulations for a very long time. But they are there, so if you want to drive your car on the road and avoid attention from the Boys (and Girls) in Blue (and fluoro), then many, many vehicle modifications require Engineering Certification. So from the very outset of this project I have been very keen to ensure that any modifications we carried out would comply with the relevant regulations and achieve the required certification. The slight fly in the ointment is that, although there are a set of National Guidelines around vehicle modification, by there very nature guidelines are open to individual interpretation Oh and the National Guidelines are policed not Federally but by the States, ensuring yet more room for variation.

As emissions are the topic that VW has brought to the fore, let's use that area as an example. If you modify the engine you are fitting to your vehicle in any material way from the form in which it was certified, then the vehicle must undergo an emissions test in order to achieve Engineering Certification. Something as small as changing the engine calibration (or tune) would be considered material (as VW will attest). We intend to fit individual throttle bodies and an aftermarket ECU, so there has never been any doubt that we would have to undertake an emissions test. Except that there is an exemption for Qld-based vehicles to this regulation, as there are currently no facilities in the state capable of carrying out the test. Have I mentioned that the Devil is in the detail.

So we read and re-read the guidelines, set out a high level plan of what we were hoping to do, engaged a Certification Engineer at the earliest opportunity and listened to the guidance and advice he has given us.

At a high level, one of the key reasons we ended up with a 2.0 Duratec rather than a 2.3 or 2.5 variant is because the guidelines specify the maximum capacity of the replacement engine based on the homologated, unladen vehicle weight. In the case of a 1998 S1 Elise, the formula is 720kg x 3 = 2160cc maximum. By happy coincidence, the 2.0 is also more readily available in Australia, revs better and typically means you aren't up against the turbo nutter mob in sprint/race groupings.

Many of the other requirements for an engine conversion are determined by the age of the vehicle in to which an engine is being fitted and in our case, that meant that we specifically had to retain the same level of emissions control as the base vehicles. A catalyst is an obvious requirement but full canister vapour purge (CVP) and positive crankcase ventilation (PCV) capability must also be retained. That's not such a big deal when you are running a typical, plenum-type inlet manifold. But when you plan to run independent throttle bodies (ITBs), it becomes a bit more of a challenge.

I was fortunate to have the 340R on hand to draw inspiration from during that process. Other than the last of the naturally aspirated BMW M cars, it is one of the few cars that I know of, which runs a fully homologated ITB setup. As illustrated in the diagram attached, kindly donated by the Lotus workshop manual, the Rover VHPD throttle bodies have a purge rail which plumbs directly to the vacuum side of each throttle blade and is fed by the CVP system and one of the crankcase ventilation outlets. The latter aspect is important and often overlooked but a PCV system is typically plumbed to both the vacuum and atmospheric sides of an intake system, enabling the crankcase to breath in through its nose and out through its mouth as required.

Many of you will have heard of AT Power through their belt-less dry sump for the Honda K20 engine. However, the largest part of their business is the range of aftermarket throttle bodies that they produce. In particular, their USP (have you noticed how many TLAs have crept in to this article in the last couple of paragraphs: sorry!) is that their throttle butterflies are shaftless, providing the perfect compromise between the full-throttle performance of roller barrels and the part-throttle benefits of conventional throttles. However, for purely practical reasons we were attracted to their products because we knew they had already been fitted to a number Elises powered by Duratecs.

Their products are modular, which is a concept that really appeals to me and has many practical benefits, the ability to change length and shape of intake bell mouths being just one. They also don't subscribe to the "biggest is best" school of

thought, with their throttles designed to promote strong port velocity as much as overall flow rates. Indeed the throttle blade positioning and shape are coincidentally very similar to the valves fitted in the intake of the standard Ford manifold to promote high port wall velocity at low throttle openings, which I hope bodes well for the part load performance of our engines. And perhaps most importantly of all, AT Power were willing to work with us, across oceans and time-zones, in order to come up with a solution for our CVP & PCV requirements.

hilst the fuel injectors of a standard Duratec are mounted directly in the inlet port of the head, AT Power can supply their Duratec throttle bodies with fuel injector holes, just behind the throttle blades. And so they worked with us to modify their fuel rail and related brackets and develop some "purge injectors" to emulate the purge rail system of the 340R. This "purge rail" system should also improve idle characteristics by compensating for any throttle to throttle imbalance that can creep in. They designed a new throttle cable bracket and actuator mechanism for our install to improve the cable routing and ensure the most progressive throttle actuation possible at very small throttle openings, which should, in turn, improve drivability around town (and in emissions tests). And throughout the process, everyone at AT Power was a pleasure to work with; very thorough and responsive in their communication and very, very reasonable with their commercial terms. So all-in-all I highly recommend them as a company and I can't wait to use their products in anger.

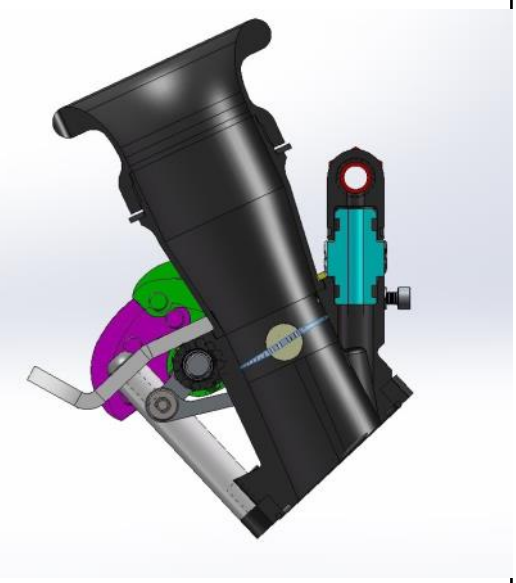
And finally, some photos of the finished items. If I were at all religious, I'd be tempted to say that God is in the detail.



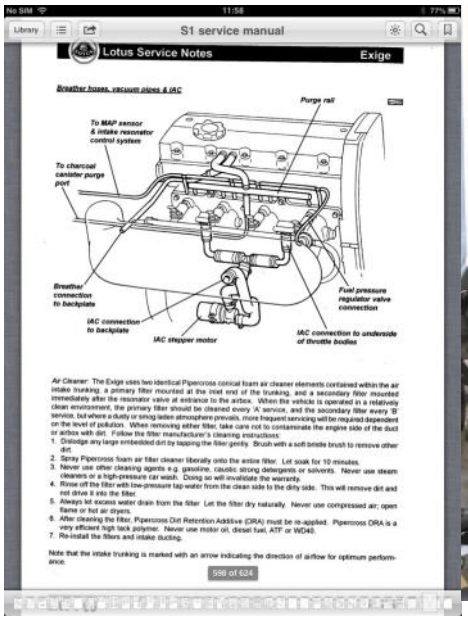
Standard Duratec inlet port with port velocity valve closed



Standard Duratec inlet port with port velocity valve open



Above and below, CAD models of AT Power throttle bodies including the purge system



Lotus S1 Service manual 340R purge rail description



Trial Installation in the Elise



Join us for our first 2016 Lotus Lunch at the White Rock Bistro

at the Long Reef Golf Club, End Anzac Avenue Collaroy

Saturday 23rd April, 12.30 pm



Join us at the White Rock Bistro for a leisurely lunch overlooking Fisherman's Beach, and Long Reef Headland with spectacular views right up to Palm Beach Headland. If it is a fine day we can enjoy the beachfront terrace or inside if it is not so great.

The team of chefs at the White Rock have designed a modern Australian cuisine menu as well as featuring some classic dishes. As it is attached to the Long Reef Golf Club, drinks are at club prices and you order and pay for your own meals.

Long Reef headland is well known for a number of popular surfing spots including *White Rock,* so named because of the large white rock that is located just under the surface off the most northern tip of the reef platform.

An area rich in maritime history, Fisherman's Beach in the early days was also used as a small port for loading local cattle for the Sydney Market.

Over the years many ships have run aground on Long Reef. During WW2, the New Zealand vessel Altair ran aground near Long Reef Golf Club and a Japanese midget submarine sank just north of Long Reef on 31 May 1942.

Long Reef Headland is part of a protected Aquatic Reserve which also offers a haven for surfing, fishing and other water sports. The top of the headland offers views up and down the coast and is a great vantage spot to view migrating whales and dolphins.

Bookings essential to

Tom Devitt 0417 295 549 or t.devitt@bigpond.com



Cover Story the Sunbeam Lotus

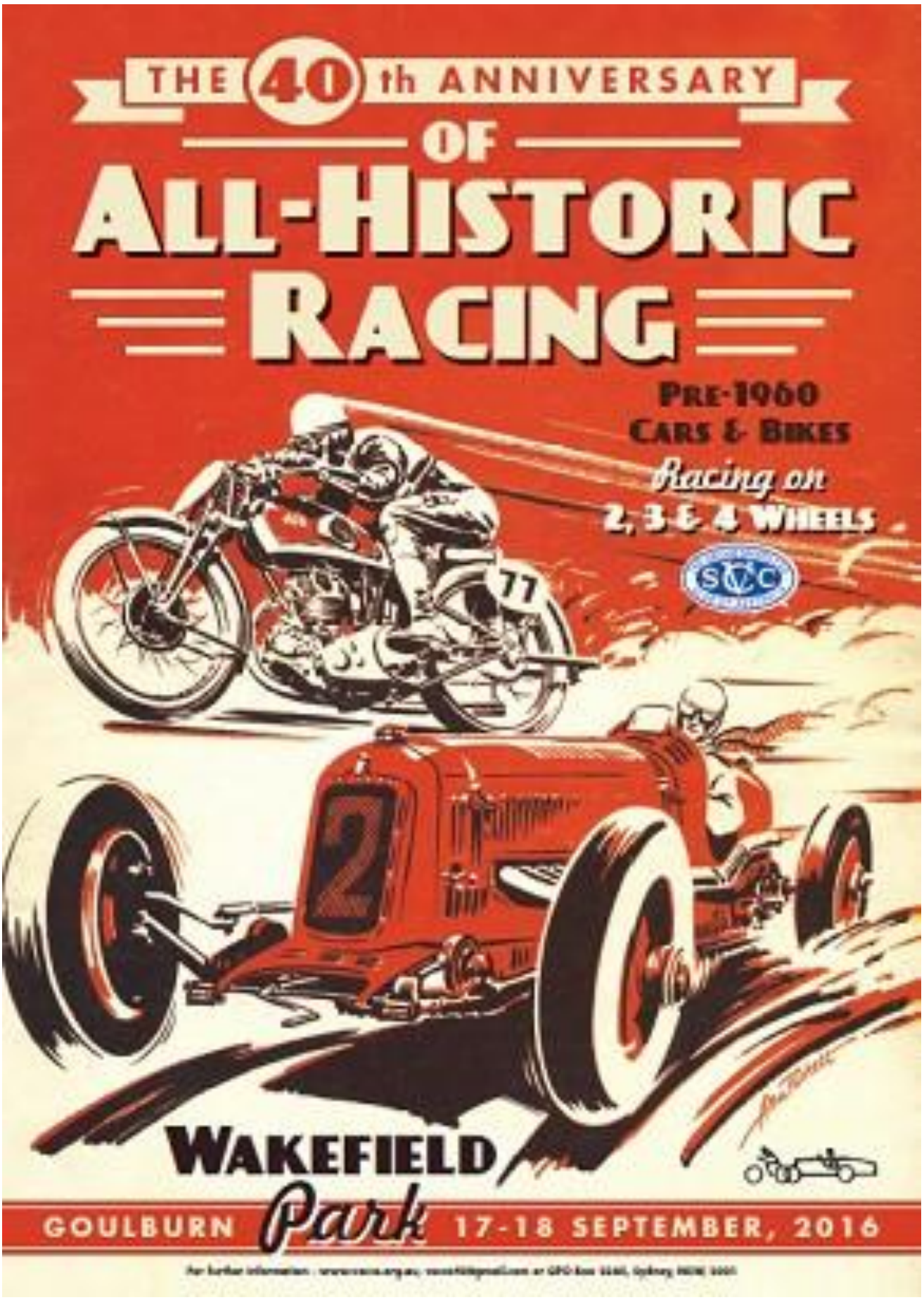
Article from the Lotus forums.

Brought to us with kind permission from Belgian snapper Maarten Vogels, he caught this excursion into the kitty litter in dramatic style. It's probably a moment Dutch driver Anita Renes would rather forget but at least it made for a spectacular image. Kudos to her too for keeping her foot in!

It's a poignant reminder of one of the great Lotus engineering projects. The base Chrysler Sunbeam was a very humble starting point but Lotus transformed it into something so extraordinary that it must have been quite outrageous back in 1979. Imagine letting loose a 16v, 150bhp rear-wheel-drive hatch in the days when the front-wheel-drive, 110bhp VW Golf GTi was considered a bit of a weapon!

Also, remember the stir in the UK caused by the 150bhp Astra GTE 16v? That was launched nearly a decade later! Even now with that dog-leg gearbox and 2.2 litre, longitudinally mounted Lotus twin-cam, the specs are pretty extraordinary. As you can see, these pocket rockets are still raced and rallied competitively to this day.




THE 40th ANNIVERSARY
OF
ALL-HISTORIC
RACING
PRE-1960
CARS & BIKES
Racing on
2, 3 & 4 WHEELS
SVC
11
2
WAKEFIELD
GOULBURN Park 17-18 SEPTEMBER, 2016

CLA WA Diary 2016

Month	Day/Date	Event	Location
Apr-16			
	Saturday, 2 April 2016	WA Sprint C'Ship	
	Sunday, 10 April 2016	Club Sprint Championship Rnd 3	RAC Driving Centre
	Monday, 11 April 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 April 2016	Early Morning Run	Guildford Rly carpark James St.
May-16			
	Sunday, 1 May 2016	WA Sprint C'Ship	
	Monday, 9 May 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 15 May 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 29 May 2016	Club Sprint Championship	RAC Driving Centre
Jun-16			
	Sunday, 12 June 2016	WA Sprint C'Ship	
	Monday, 13 June 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 19 June 2016	Early Morning Run	Guildford Rly carpark James St.
Jul-16			
	Sunday, 3 July 2016	WA Sprint C'Ship	
	Monday, 11 July 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 July 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 31 July 2016	Club Sprint Championship Rnd 4	RAC Driving Centre
Aug-16			
	Monday, 8 August 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 14 August 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 21 August 2016	Lotus Club Sprints	
Sep-16			
	Sunday, 11 September 2016	Club Sprint Championship Rnd 5	RAC Driving Centre
	Monday, 12 September 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 September 2016	WA Sprint C'Ship	
	Sunday, 18 September 2016	Early Morning Run	Guildford Rly carpark James St.
Oct-16			
	Monday, 10 October 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 16 October 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 23 October 2016	WA Sprint C'Ship	
	Sunday, 30 October 2016	Lotus Club Sprints	
Nov-16			
	Monday, 14 November 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 November 2016	Early Morning Run	Guildford Rly carpark James St.
Dec-16			
	Sunday, 4 December 2016	Christmas BBQ & EME	
	Monday, 12 December 2016	Meet n Eat 6.00pm	Boab Tree Kings Park

CLA NSW 2016 Diary

Month	Day/Date	Event	Location
Apr-16			
	Sunday, 17 April 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 April 2016	CLA Monthly Meeting	Sydney Rowing Club 613 Great North Road Abbotsford. 7.00 pm
	Saturday, 23 April 2016	Lotus Lunches 12.30pm	White Rock Bistro Long Reef
	Sat, Sun 23&24 April	Historic meeting	Mallala
	Sat, Sun 30 & 1 April/May	HSRCC Qld	Morgan Park
May-16			
	Saturday, 14 May 2016	CSCA Rnd3 JDCA	SMP North
	Sunday, 15 May 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 18 May 2016	CLA Monthly Meeting	TBA
	Sat,Sun 28 & 29 May	Austin 7 Historics	Winton
Jun-16			
	Sat, Sun 11 & 12 june	Sydney Retro Speed	SMP
	Sunday, 19 June 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 22 June 2016	CLA Monthly Meeting	TBA
	Saturday, 25 June 2016	CSCA Rnd4 AHOC	Wakefield
Jul-16			
	Sat Sun 2&3 July	HRCC Qld	Morgan Park
	Sunday, 17 July 2016	CSCA Rnd5 SCCA	SMP Amaroo cct
	Sunday, 17 July 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 July 2016	CLA Monthly Meeting	TBA
Aug-16			
	Sat Sun 6&7 August	VHRR Historics	Winton Long CCT
	Saturday, 6 August 2016	Lotus Lunches 12.30pm	TBA
	Saturday, 13 August 2016	CSCA Rnd6 MOCA	SMP Gardiner
	Wednesday, 13 July 2016	TSOA Driver training	Marulan
	Wednesday, 17 August 2016	CLA Monthly Meeting	TBA
	Sunday, 21 August 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sunday, 28 August 2016	All British display day	The Kings School Parramatta
Sep-16			
	Sunday, 18 September 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 21 September 2016	CLA Monthly Meeting	TBA
	Sat Sun 24 & 25 Sept	HSRCA	Wakefield
	Sunday, 25 September 2016	Beyond Blue Eggs Bennecict	Douglas Park
Oct-16			
	Sat Sun 1 & 2 October	HSCC MGCC Tas	Baskerville
	Sunday, 16 October 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 19 October 2016	CLA Monthly Meeting	TBA
Nov-16			
	Sat Sun 5&6	Retirn of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.30pm	TBA
	Wednesday, 16 November 2016	CLA Monthly Meeting	TBA
	Sat Sun 19 & 20	HSRCA	SMP
	Sunday, 20 November 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Dec-16			
		CLA Christmas Party	TBA

For Sale

LOTUS 20 FORMULA JUNIOR CHASSIS No 20-J-960



Maurice Blackwood Eastern Creek November 2011 (photo courtesy of Peter Schell)

Imported new and raced by the Geoghegans from January 1962 until August 1963.

The next owners were :

Terry Rogers (1963)

Mick Crampton (1965)

Ken Farr (1967)

Martin Hook (1971)

Ken Hambly (1972)

Bruce Tandy (1977)

Bill Wade (1980)

Jim Sherringham (1997)

The car has been run at around seven meetings only since restoration and is in a race-ready state. It is in the Geoghegan livery and has been campaigned by Maurice Blackwood over the last few years. Powered by Ford 1098cc engine and coupled to a VW gearbox, a highly favourable specification for the popular Formula Junior series. I would like the car to stay in Australia so am offering it locally first. The condition of the car is very good and comes with all the spares I have for it. CAMS certificate of description and Logbook are all up to date. Car is located in Sydney.

Price A$75 000

Contact Jim Sherringham on 0412 885025

For Sale

NSW plates "LOTU5 " described as colours, they are in storage at Castle Hill MTA. They can be transferred to any NSW Vehicle.
As for price I am more interested in them going to Lotus Club member but let's say $1500 neg. as I have storage cost and the next 12 months fee to cover.
Terry Waugh Castle Hill 0422959296





This pair of AVO Elan shock absorbers to suit S1, S2, S3, S4 and Sprint models is up for sale.

The shocks, AVO part number PE549, are brand new and available at $330 for the pair, plus postage of $16.65 Australia Wide.

Please contact Graham on +61 412 660 513.



For Sale



Very Reluctant Sale of a 1965 Series 2 Lotus Super Seven. I do not have the time or money to race the car as it deserves & it needs to be used as a fun car as often as possible. Brilliant, easy to drive sports car.

Fascinating race history amongst the RAF community in Singapore from 1965 & all previous owner history traced & verified. No expense spared restoration to its 1968 Johore Grand Prix winning specification. HSRCA Certificate of Description. Freshly rebuilt pre cross flow motor with a spare & unused rebuilt rare Cosworth big valve head. Both heads flow tested & beautifully worked internals. Austin Farina rear end for racing & escort rear end when road registered. Huge list of spare parts including clamshells, nose cone, bonnet, wheels etc. for road use & price includes an electric braked dual axle enclosed registered trailer. $50,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com







Car just visible about the 4th row of the grid

For Sale



I'm selling my professionally built race car trailer. It is a properly engineered 'no compromise' build with every sensible option included, in order to offer full protection for my vehicles when towing or storing them. It tows like a dream, straight and stable.

- 4 wheel torsion type suspension with fully Galvanised chassis and lower frame
- Removable purpose built aluminium body with 5 gas strut lifted doors for easy access and convenient tie down of your vehicle
- Properly designed so that if your car has opening doors, they should clear the sides and open fully.
- Robust tie down points
- All tie down straps included
- Separate tool and spare parts storage at the front
- The cabin and the tool storage compartment are lockable - your vehicle and your tools are safely stored.
- Weather proof - Can be used as a mobile 'garage' in which to store your vehicle
- Easy loading, - ramps slide out from under the floor.
- Nice wide load area and a full 1.82m wide clearance at the entrance
- Fitted with on board electric winch
- Fitted with electric brakes on both axles - all 4 wheels are fully braked. Pulls up straight and true, even in the wet.
- Designed with a low centre of gravity with the load area between the trailer wheels to facilitate easier towing.
- Condition as new - has hardly been used - see the photograph of the independent suspension - has never even got road dirt underneath!
- Safety brake should the trailer come unhitched
- Situated in Sydney and selling at a fraction of replacement cost - if this suits your needs talk to me, negotiable around $10,800



Phone Colin on 0417 907 718 any time

