April 2017

Chunky's Chatter



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



Inside this issue

- CLA hosts the first round of the 2017 CSCA championship
- Lots of news from Western Australia
- Myths and Legends returns
- Jackie Stewart calls for crowdfunding for Jim Clark Museum

Club Lotus Australia
April 2017

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

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

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

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Cover Photo: Stirling Moss on his way to victory in the 1960 Monaco GP, driving a Lotus 18. The first F1 win for a Lotus Car. The side panels were removed to try and get some relief from the heat of race-day.

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May
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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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Presidents prattle
With Ashton Roskill



Hello , Spring is trying to spring, but what's with all this water leaking out of the sky?

Having said that, March has been an awesome month down in Victoria, where many of you know I have been spending much to much time lately :)

But the upside to spending too much time there was that I got to go to the Phillip Island Histerics two weekends ago, mostly so I could scope out the other runners and riders in Group L, where the Eleven will reside if I get the CoD sorted out! And I can happily report they are a lovely bunch of guys, all with the same intention of bringing the car home straight and true, so I am hugely looking forward to getting out there soon.

The other reason was to see all the beautiful and iconic cars that decend on PI for this weekend; while it might lack the glamour and prestige of Goodwood, in many ways it is much more enjoyable, since there is absolutely none of the pretentious behaviour so often associated with top level motorsport events; everyone was friendly and delighted to chat - the drivers, spanners, marshalls and other members of the public. Great fun! Many thanks to Geoff Wheeler for sorting out the accommodation and access to the Grandeur Club. OK, so that might reek of pretention a bit, but the AC was very welcome given ambient temps reached 30 degrees!

And most importantly, as always, we hosted the first round of the CSCA sprints, with a beautiful day at Wakefield Park - it really couldn't have been better - the rain had washed the track clean, the sun came out and dried everything for a few days before (I must admit my one excursion did fill the undertray with mud, so clearly it wasn't THAT dry) and the air was cool but not too cold. So the opening sessions saw some pretty serious times being posted for so early in the day.

Huge thanks to Mike for setting the day up so successfully, and to all the club members who came along to have fun, and who also kindly helped with marshalling, monitoring and flagging - it was an awesome day - and full details, including photos and times which show we are always are the pointy end, are on the website in case you've not been there recently.

While on the subject of motorsport, I need your help. Quite urgently. For several years, we have been trying to find a replacement for Mike B (I know he's irreplaceable, but we need to try) in his role as Motorsport Secretary. This is a vital role both on the CLA Committee, and also in the wider motorsport world, and we now need to start the recruitment process to replace Mike in earnest, as he has declared his intention to retire at the AGM in September. If the idea frightens but interests you, please get in touch, as we can certainly look to meet this role with more than one person. Drop me a line to president@clublotus.com.au or give me a ring on 0408202208. Please!

Elsewhere, sadly we had to cancel Anne's Scones and Cream event, so we'll try again once the weather settles down a bit. And it's high time we had a weekend run somewhere interesting; if anyone has a burning desire to lead a small group somewhere fun, please put up your hand. Otherwise I'll have to do it!

Right, enough of my rabbit; here's hoping you get the car out between showers, and I look forward to seeing some of you out and about, including at the Histerics next weekend at Wakefield with a bit of luck!

Meantime, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

Welcome New members March 2017

Candy Costa - NSW
John Walton - NSW
Dudley Boatwright - NSW
Philip Henderson - QLD
Alan Doulkeridis - NSW
Stephen Wan - NSW

From the Editor Tom Devitt



Hello everyone and welcome to the April edition of Chunky's Chatter. Sad news to hand with the death of John Surtees earlier this month. John of course had the distinction of winning the world championships on motorbikes as well as F1 cars. Surtees made his Formula 1 debut racing in the 1960 BRDC International Trophy at Silverstone for Team Lotus. He made an immediate impact with a second-place finish in only his second Formula One World Championship race. Will try and have a bit more about his time at Lotus in the next edition.



Oh so young, Moss, Chapman, Monaco!

Great roundup of activities from Western Australia thanks to Vicky Rowe and Eddie Lankhorst sounds like very exciting times. Our Newcastle members have been out an about again in another lovely part of the world, Hawks Nest and Tea Gardens.

Thought it's time to dredge up the Lotus Myths and Legends column again, this time featuring the mystery surrounding Stirling Moss' accident in the UDT Entered, Rob Walker Lotus 18/21,for the 1962 Glover Trophy race at Goodwood. Story page 9.

Now for the shock of the month brought to my attention by my ''ever vigilant for a story'' wife Donna. She has been in hospital these past 2 weeks and after she had finishes reading all of the Economist and Newsweek's available, began somewhat reluctantly flicking through Who magazine (Can readers detect a bit of 'tongue-in-cheek here?). Lo and behold what should she find but a photo of K-Rob Kardashian, the worlds greatest sock designer, yep you guessed it, not wearing socks! Heavens to Betsy, next thing we'll see is a photo of the Queen outside, without hat or gloves. Then we'll all be in trouble!!

Tom



How can this be, our sock hero sockless? Looks likes mum has been practicing her embroidery on his shorts as well!

April Lotus Lunches

UTS Rowing Club, Dobroyd Parade Haberfield

Saturday 8th April 12.00 for 12.30pm



We are back in town for our first Lotus Lunch for 2017

The location is the old Haberfield rowing club now the University of Technology Sydney (UTS) Rowing Club.

A recent complete renovation of the building also included new ultra modern kitchens. Executive chef Patrick Hanna has assembled a team of excellent support chefs to bring guests to the venue a memorable dining experience. The kitchen is of transparent and open plan design so you can see your food being cooked from whoa to go .

We have a table booked on the back landing with views over the bay (inside if it's raining!)

At venues such as this everyone pays for their own food and drink so you don't have to worry about splitting the bill with some mob who insist on ordering four Lobster Thermidor burgers each. Parking on site is available but fills up quickly after 12.00pm. Otherwise plenty of parking on the other side of the Hawthorn Canal in Canal Rd an the bottom of Lilyfield Road

Numbers are strictly limited so be quick

Bookings to Tom Devitt on 0417 295 549 or email to t.devitt@bigpond.com



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2017 CSCA March Report

With Mike Basquil



My apologies for no article last month, I've had an ongoing relationship with Rhinovirus and viral phenomena necessating yet another hospital stay, and having time before our event in March I figured getting healthy was more important. I did note that the South and West Australian branches are becoming the more prominent contributors to the magazine so we need folks to step up to give the Magazine a bit more life the what the regulars contribute.

As noted earlier my focus this year to date was our Event, I have set a 'fun' standard and was keen to uphold that and as usual the "regulars" all chipped in; Anne as steward Brett and Belinda with Timing Ian Jensen and his wife Liz in Scrutineering ably assisted by Team Pate, Brian Sutton and any body else that was standing around without a job. This year we didn't have a full field but covered costs and with 89 runners on the day I could almost guarantee 5 or possibly 6 runs for those that wanted it. As usual I did up a roster of all CLA entrants to assist with the running of the day (despite me sending out last years roster initially – I mucked up and got ribbed mercilessly) so everybody did there bit to make it fun and share the load. All was in place - I struggled with fitness towards the end of the day but everything just worked, the weather also was as near to perfect for Goulburn as could be expected and we eventually ran out of runners about 3:15pm even Rex Hodder turned down another run so I was well pleased along with all the competitors I spoke to or received emails and texts form meaning "CLA did good".



Class Results we open our account in this year Point score with Jen Hogan in the Batmobile Lotus 7 a much loved car and while Jen came 2nd in *Class A2* she was the fastest lady on the day. Len Goodwin continues his blitz in the 26R replica in *Class C2* the battle in this class was between the MGB's and the TR7's is for 2nd place Len's times make sure of that. *Class D2* was the battleground of the naturally aspirated Elise /Exige and it is a battle ground where no prisoners are taken, Rex Hodder coming out on top, this round with Leigh Mellor a close 2nd a puncture led to Leigh having to swap to his son's car for a couple of runs late in the day; Ashton Roskill was gifted 3rd on his birthday with Phil Easterbrook 4th and we welcomed Mark Beckett in his Elise



Len Goodwin26R replica (Gino Valdes photo)

111R to CSCA with a 5th in class Ric Vincent for MG Newcastle I his Elise 11R was 6th with Dennis Brady 7th carrying the number 77, I reckon Dennis is in fore some good luck the way he lined up the 7's in the Class results. Thomas Husey in his Elise S slipped into *Class D3* in the 1600cc Supercharges model to give the Triumphs and Jaguars a bit of hurry up and got a 2nd in class for his efforts. *Class D4* had Mark Alexander a class winner again and fastest Marque car in his Exige S, 2nd was Peter Taylor in his Elise S (we had two Peter Taylor's entered both form CLA an Event Secretaries challenge) 3rd went to Steve Alcorn in his Elise S and we welcomed Emiliano Valdes to our madness in his Exige with 4th in class; Steve Madden from Canberra finally bit the bullet and joined our ranks in his Exige despite giving the noise meter a work over and Liam Sheppard was gifted the keys to Craig's Cup 240 for his first run in CSCA improving his lap times 17 seconds over the course of the Event . *Class D5* had Martin Duursma the class winner in his V6 Exige with Leigh Fuller in his Exige V6 was 2nd and may giving Martin a very hard time a battle to watch for the rest o the season. *Class R1* saw Dave Mackie in his HPE Exige top the class and kept very honest by Syd Reinhardt in his Elise HPE, Peter Klumper in the Birkin placed 3rd with David Hogan in the Elise HPE 4th David shared the car with his Mum Roslyn, from my memory this is the first mother son Team in CSCA Roslyn acquitted herself admirably and judging by the size of her smile was having a ball placing 9th in class. Ross Klumper and Brian Sutton were our other representatives in this class both in Clubman's Ross for 5th in the Birkin and Brian in the Caterham for 6th (Brian has purchased another toy so keep an eye out for it's first appearance). *Class R2* saw Graham Burton as the only runner in the Hawke Formula Ford. In the Non Marque Classes saw Keith Edwards in the Audi RS3 take 1st in *Class 2BM* class with Rex Mellor in the BMW 3rd. Class 3AM saw father and son John and Peter Taylor in the Peugeot 205 battle it out on the time sheets all day John taking the class win pushing Peter into 2nd *Class 3BM* had Peter Deller in the Commodore 2nd in class with co pilot John pushed into 6th place in the Commodore these guys are the entertainers in the group always on the edge often sideways marked by huge smiles over heating curtailed the number of laps the car did on the day. Greg Baker in the Pulsar GTi returning to the track class placing 10th , Mark Prew and Garrath Johnstone sharing a Porsche 924 complete with a Holden V6 power plant were our final runners in class this car could be the sleeper in this field with development ongoing.



Jen Hogan in the 7, Roslyn Hogan in the Elise



Liam Sheppard in the Cup 240

Looking through the results I was pleased with the number of laps most runners got on the day with quite a few having over 40 laps timed, all this was enabled by the low number of on track failures and no oils spills. Round 2 will be complete by the time you receive the Magazine so I report on that next issue so with a field of 104 runners it should be another fun time, we are going to hold the 2016 CSCA presentation at the close o play.



Liam Sheppard ready to go

The remaining 2017 season the dates are listed below;

Round 3 JDCA 13th May SMP North

Round 4 AHOC 1st July Wakefield Park

Round 5 MOCA 12th August SMP Brabham

Round 6 SCCA 24th September SMP South

Round 7 TSOA 15th October Wakefield Park

Something that the CSCA delegates are considering introducing is Targeted Scrutiny as is run in the NSW State Championship we all attended a presentation on the subject, this saves a huge amount of time pre event and allows the Scrutiny process for Log Booked cars to spread over the days competition. All that is needed is the will to make it happen and 'someone' to administer it (easier said that done).



Roslyn Hogan Elise

Speaking on Motor sport administration I've decided not to re-stand for the job of Competition Secretary at the next General Meeting. This is a hobby I've enjoyed immensely over the past 17 years (time passes quickly while you are having fun), but the time has come to pass the baton on so I can mentor the process to make it seamless. I have achieved all I originally set out to, Supersprinting now has become the value for money option to racing. It has become evident to me over the past years that if you do a job well you just get left to it – In the past 17 years I only had one genuine offer of assistance, and since CLA represents over 30% of the CSCA participation it shows we like to play but disappear in the majority when the work needs to be done - so to continue to make it happen will depend on the next generation of administrators.

See you at the Track,

Mike Basquil

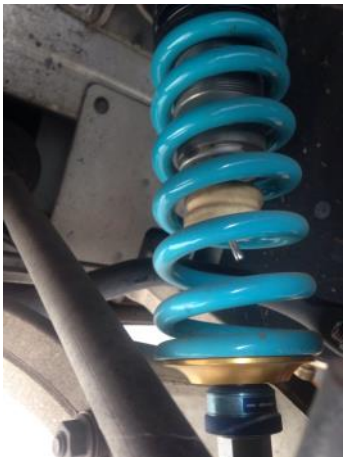
(Photos thanks to Gino Valdes, Craig Sheppard and Jen Hogan)

Quokka Talk

By Eddie Lankhorst

(With contributions from Vicky Rowe and Eddie)

Wow, what a busy month for the past month with Sprints, Go Karting, BOAB Meet n Eat and the visit to ECU Engineering and Motorsport division. Plus we've had a wedding, congratulations to Wendy and Jeff Evans and quite a few members travelling overseas with David Nolan visit to the UK, Graeme Martin with two trips to Japan and Richard Cooper on a fishing trip to NZ.



I have been on a bit of a mission recently to try and re-unite some of the past Lotus members with the help of Andrew Selvaratnam and I hope that some of those we touched base will take the initiative to stay in touch, via AussieElises or our Facebook group "Lotus Club WA".

I know our existing members are having fun and I would like to spread the fun to other Lotus owners. So, if you know of a Lotus owner in WA who is unaware of our presence, I ask that you refer them to me or bring them to one of our next meetings.

The 2nd round of our Championship was held again at Barbagallo raceway which saw some great results and some disappointments. Biggest was Doug who retired early due to an off due to a suspension issue, he broke one of his Nitron shocks!!!

Our next months events are:

April

- Mon 10th BOAB Meet n Eat 6pm
- Sun 16th EMR, Guildford 8am
- Fri 21st to Mon 24th Lotus 2017 Beechworth, Victoria
- Sat 29th Jacks Hill climb with SES

May

- Mon 8th BOAB Meet n Eat 6pm
- Sun 21st EMR 8am from Guildford to Gingin All British Car Show

Twin Engine Go Karting

By Eddie Lankhorst

It was a public holiday on Monday 6th March being "WA Day", so we thought what a better way to celebrate than to go racing around on a mini race track with mini Lotus type machines (lightweight, small and handles like a Lotus). With a field of eleven Lotus owners convening on the Cockburn outdoor Go Kart track we promptly got geared up in what was purported to be "freshly" washed race suits and pristine Helmets with "hair nets" before selecting one of their Ultra Fast twin engine karts. Supposedly!





After a race briefing we proceeded into our initial warm up laps to get some heat and grip into our tyres. Then there were three races of six laps. First being in car number order, then in order of fastest to slowest time and final race being slowest to fastest. All was well and good except that the time keeper couldn't count laps which meant that some people were governed on one extra lap, meaning that the final times were very skewed. However, everyone had fun and were glad to dispose of their sweat suits and helmets before we convened on a local café for lunch to boast about our driving skills, thrills and adventures on the track, or lack of. In the end, one thing was certain, everyone was keen to do this again later in the year.

A Night at ECU

By Eddie Lankhorst

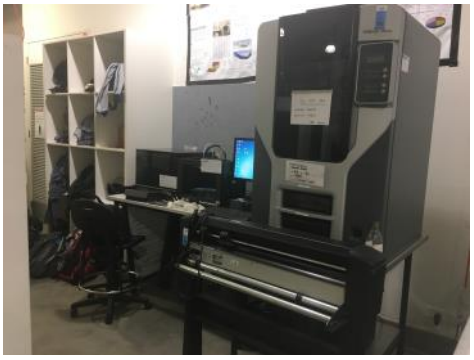


This wasn't one of our usual BOAB Meet n Eat meetings. You see Edith Curtin University (ECU) invited us to visit their Engineering and Motorsport Division at the Joondalup campus.

Upon arrival at the school, the look on the faces of the students at the sight of our cars was priceless, so after parking we quickly showed off our pride and joy's.



Then while food arrived everyone quickly grabbed a piece of pizza and ambled amidst the students works of art. As on display was a selection of the students past and present Formula SAE-A race machines, hand built and developed for national and international competition against other schools. Based on a three-day event which scores teams on their design, costing and marketing skills as well as dynamic events of skid pad, acceleration, autocross and endurance. The only control was the engine being a max of 610cc with a 20mm fuel restricted throttle body.



Some of the engineered accomplishments by the students includes an "all in one" alloy wheel hub including all suspension mounting points (initially 3D printed), specially designed lower engine block including a two speed gear box and diff, all made to fit under a Yamaha motorbike engine block. The later costing the school around $7k to have made from alloy, saving weight, and allowing the rear axle to sit closer to the firewall. Of course aero on their designs changes year to year depending on new thoughts by new incumbent students.

And another well attended event, that all members thoroughly enjoyed and the look on everyone's faces as they walked around the workshop was equally priceless.

MSCA Round up of round 2 at Winton (including a little story on my education on ripple strips)

By Vicky Rowe



Having travelled in convoy from Donnybrook with a few of the usual suspects it was only fitting that we enjoyed a refreshing ale together in the evening at the Northo (North Eastern hotel in Benalla). I was a little weary, starting the day at 3.15am for my flight from Perth, followed by the logistics of collecting the car, then the long drive to Benalla. Maybe that's why I found myself accepting to write this article. "Sure I can help you out Mr Buntin, so long as I'm acknowledged as a guest writer", I said, as if I had some plan of how that would benefit me. Then someone quipped; "well if you're writing it you can give yourself any credit you like". Yes smarty pants, I can. So here goes. My round up of round two, in amongst a little story on my education of ripple strips at Winton raceway.

I should explain that my current situation isn't providing a steady income, but is allowing a lot of flexibility. The lure of family and potential business opportunities on the east coast has me traversing the country on a regular basis. "Oh look dear, my business meetings in Melbourne coincide with an MSCA event. I think I'll stay a bit longer". So far this strategy has enabled me to join in on the fun for round one in early February at Sandown, and now for round two, just a few weeks later (Saturday February 25). Wonder how long I can keep this up?

I guess it's a big effort for some to get to Winton, especially on a Saturday, so competitor numbers looked a bit down. Six groups ran, but that included a small Regularity field and a group of about 25 superkarts. They provided a good

spectacle, especially the rolling starts. It sounded like a swarm of giant bumble bees were descending. They zipped past at pace, with at least a couple of the 250cc karts registering 1:22 lap times. Very brave I must say and probably very taxing, so well done to all involved. I don't understand how their competition runs, but some faces looked pretty sombre towards the end. Several were DNF by the final race, including the two fastest.

As for the Lotus in 1500 - 1999cc category, there were mostly Elise's spread over two groups, with Lee Gardner, Chris Johansen (who left early to get to the theatre) and Alec Spyrou expressing their competitive spirits in group five, with a range of other fast cars. Then David Buntin, Josh Robbins, Kris Cook, Tromp Hofmeyr and I shared group six, along with the clubmans. Alec took top honours with a time of 1:37.03, followed by Lee, Chris, David and Josh filling the top five positions in the category. Phil Nicholson won his category with his supercharged Elise. As did Ben Allen, although he was in his new Focus RS.

No pb's today. Everyone was complaining that they were off pace. Was it the conditions? Not sure. There was a lack of grip in the morning when it was cool. Then the afternoon got really hot and sticky, in the cockpit and on the track. Feeling the heat in the morning though was Tromp. Still reeling from his brush with the clerk of course at Sandown, he was miffed at another call from officials after his first run, instructing him to get out of the way. Given it was his first time at Winton it's understandable if he was a bit slow on his first run, but I think they just assume everyone competing was experienced. Let's see if you can keep out of trouble next round Tromp.

I have a laugh listening to the banter amongst the Lotus guys. Competitive on the track, but even more so with the stirring. Always helpful, most are happy to share their view on the best way to tackle each section of the track, so those of us trailing behind listen intently to the varying views. You never know what pearls of wisdom might be revealed. On Saturday some of commentary included the pros and cons of touching, and even mounting, the ripple strips at particular corners.

By 'ripple strip' I mean markings on the race track, whether they involve a 'ripple' or not. Denoted by some sort of markings, they typically begin before, and extend beyond, the apex of the corner. At times they are most prominent on the opposite side to the apex, where you push wide when pulling away from the apex. But their purpose is not to inform racing lines; rather they're a warning about track boundaries and act as a deterrent to cutting corners.

As with most tracks, there's always a couple of places where everyone is running over strips, trying to make the most of the track. Winton has a couple of corners with definite 'ripples', clearly letting you know you've run wide. Lesson one for me on Saturday was to discover just how rough it can be when you go really wide at turn 10 (Northern BM). I didn't intend on taking this left hander quite so wide, but when one of the clubman overtook me on the inside i tried to give some space. Getting a little wide here is okay, but I now know just how uncomfortable it is out there on the track boundary.

Last round of the day and in my head it was time for a clear, fast lap. Self talk includes: "brake later", "be braver"... First few turns went to plan. My foot hard on the throttle out of turn 4 I decided I could keep the power on through turn 5 (the big sweeper) and I'd just hang on tight. However, realising I wasn't positioned properly for turn 5, I touched the brakes in order to turn the nose in. It did, but not enough. I'm also going way too fast. I'm not sure exactly what happened then, but the car got the wobbles, probably as a result of my panicky braking or turning (or both). It let go and whipped me around and by now I'm nothing but a passenger, heading in the wrong direction. As my rear drivers side wheel hit the strip there was a very brief moment of silence (maybe I was a wee little bit airborne?), then a KA-BANG as the car landed on the raised berm. I ended up in a cloud of dust, several metres off the track.



Lesson two is that some of these strips are raised and should be avoided, especially when out of control. Turn 6 is apparently known as 'turnover corner' and I can see why. I thank my lucky stars that didn't happen and I'm also grateful that my little off-road expedition didn't result in much more than dust filled nostrils. And a worthy lesson.

Maybe I'll ask the MSCA if in future drivers can undertake a track walk, prior to competition. Understanding what's on the boundaries; the size and shape of the ripple strips; and sighting other potential hazards would provide a different perspective.

LOTUS Myths & Legends

An occasional column by Tom Deviff

55 Years ago this month, an accident on Easter Monday at Goodwood motor racing circuit would see the end of one of the world's most promising racing careers, of course he was driving a Lotus

Stirling Craufurd Moss (there goes those crazy pommy names again!!) remains even today, a man from another era. Learning his race-craft in front engined monsters from the Aston Martin DBR1 to Mercedes 300 SLR, his racing partners, the likes of Fangio, Mike Hawthorne and Wolfgang von Trips he commenced to make his mark on the sport. With the introduction of rear engine cars however, he adapted instantly and famously won Lotus their first Formula 1 Grand Prix driving the Rob Walker's Lotus 18 to victory at Monaco in 1960, it seemed everything in the Motor Racing world was within his grasp! To quote Stirling a couple of years later, "*During the spring of 1962 I was at the height of my motor racing powers. I was the fittest I'd ever been and I was generally considered to be the fastest driver on the circuit. I'd finished third in the Formula One championship on three occasions, second four times – once by a single point to Mike Hawthorn – and at that point in my career it seemed more likely than not that I would eventually win it. (*modesty was clearly not a forte in the young Stirling!). *But everything changed on 23 April – Easter Monday – at Goodwood, where I was competing in the Formula One Glover Trophy. I can't remember much about the accident itself but about halfway through the race I came into the pits with gearbox trouble. They sent me back out and I'd just broken the lap record and was a lap behind Graham Hill who was leading. I was about to pass him so I'd then be un-lapped. We were approaching a very fast corner and Graham always used to take a wide line whereas I took a narrow one, so I saw my opportunity to pass him. But then he came and took the bit of road I needed, which forced me onto the wet grass, so I went straight into this earth bank at 100mph without a seat belt on, as they weren't compulsory in those days, and that's the last thing I can remember.*



Moss in his old W196 Mercedes at a recent Goodwood meet

Tony Robinson a prominent member of the UDT racing team ,in an extract from Vintage Race Car magazine, takes up the story

Robinson: ''*Yes. We were with Reg Parnell, when we heard about the accident. He said that Stirling was still stuck in the car. Stan Collier and I went to our team van, a little Morris 1000 van, parked behind the pits. It was painted in our color, and had BRP all over it. We had collected a few spanners and tools, jumped into the van and drove around the back of the pits, through the collection area to the five-bar gate that led onto the track. "Lofty" England (*M.D. of Jaguar Cars) *used to stand by it and control it. He let us through and onto the track. The race was still running! Can you imagine, this little Morris 1000 van dicing with Formula 1 cars? There was no safety car in those days. We drove to where he had gone off. By this time there were a few people around the scene. "Papa" Moss was holding his son's head. He was shouting, "My boy, my boy." Stirling was trapped in the car; his face was a complete mess; his eye was hanging out; his left arm was all over the place; his legs were our of shape; and although there were many people around, there seemed to be a lot of indecision.*

Some fellow had been trying to cut the chassis with some big sheers; all he managed to do was close up the tubes; they weren't cutting anything. Stan and I took stock of the situation. There was a fuel tank over the top of Stirling's legs, and both sides of him. It was nearly empty, due to the length of time the race had been running. We were not sure if anyone else had figured this out. We took the tank off. We had another problem: there was a battery between his knees. We had to carefully disconnect this and make sure we did not make any sparks; if we had, the whole thing could have exploded. We started sawing the tubes to release *Stirling. After about 40 minutes, we eventually released him and he was taken to the hospital. I could see the extent of*

his injuries, there was blood everywhere, and things looked very bleak. I tried to be quite cheery about the situation for "Papa" Moss's sake, everyone was downhearted, and I knew things were bad, really bad. . ''

So, what really happened to cause this most accomplished of drivers lose control and more importantly, not get himself out of trouble which he had done with great ease many times before? Whilst almost all the history books confirm the how this accident played out, there are amongst all the dross, three contempories of this event who have since spoken. The first is Len Terry in a letter a few years ago to MotorSport magazine.



Moss with his then mechanic Alf Francis (formally Alfons Kowaleski

''Sir,

For the past 50 years, I've lived with the thought that if only I'd had the temerity to speak up at the time, Stirling Moss's accident at the 1962 Easter Goodwood meeting might somehow have been prevented. Employed back then with Sid Greene's Gilby Engineering Co,.... I predicted to Peter Ashcroft (Gilby Chief Mechanic/Team Manager) that SM's pale green Lotus was a big accident just waiting to happen.

A couple of weeks prior to that weekend, Peter and I..... had cause to visit the North London workshop where the Lotus was being converted to take a V8.

Quite honestly, I was horrified at the crudity of the modifications and the apparent complete lack of understanding of the principles of spaceframe technology. Obviously, I don't know for sure if these were the cause of the accident, but the modifications to the engine bay were such as to involve several stress-raisers which would have caused fatigue fractures in the tubing. As far as I'm concerned that is probably what happened; to me it was inevitable.....In retrospect, I realise that I should at least have spoken to Colin Chapman about it, for it was his reputation that might suffer through no fault of his own. However, my relationship with ACBC at the time was not particularly cordial, so... I certainly never anticipated the magnitude of SM's accident nor its terrible consequences.

How I wish one could turn back the clock, or the calendar — although I'm so thankful that Stirling managed to survive 'the big one'.

Len Terry (Lotus, Eagle, BRM designer)'',

And then we get Ken Gregory quickly replying to Len's letter.

Sir,



Moss' shattered body after the crash. Initially bolt cutters were used to try and cut him loose but these simply squashed the spaceframe tubes. The nurse in the photo, Anne Strudwick, stayed with him the whole time, holding Stirling's hand and comforting him

For sake of historical accuracy, I feel I must respond to the letter from Mr. Len Terry on the subject of Stirling Moss's Goodwood accident on April 23 1962.

In addition to being a Director of Stirling Moss Ltd and his personal manager, I was at the time team manager of the UDT Racing Team, who entered the car, and also a foundation director of The British Racing Partnership. I was also responsible for all the contracts, entries and starting money negotiations for the RRC Walker Racing Team, and arrangements for Moss's use of the Lotus Climax V8 at Goodwood were made by me with Rob Walker.

I remember Mr. Terry visiting our Highgate premises on a number of occasions, but what is absolutely certain is that he was never, and could never have been, witness as he claims to "the Lotus being converted to take a V8". The conversion of the car did not take place at Highgate but was completed at the Dorking workshops of the RRC Walker Racing Team under the direction of Alf Francis and his team for the use of Stirling Moss in the coming season.

Prior to Goodwood BRP had yet to receive its first Climax V8. Stirling wanted to drive at Goodwood while Rob Walker wanted to enter a second car in the Grand Prix of Pau, for Maurice Trintignant to race. The solution was for the RRC Walker team to loan the car to BRP on the sole condition that the car was entered by BRP under the UDT Racing Team name and painted in the familiar Meadow Green colours……

K A Gregory"

So, now we have the fact that the Lotus 18/21 was modified (not sure where) from a 1500cc, 4-cylinder Climax engine to take a Coventry Climax V8 engine. Additionally, that this modification was not a factory modification but done by Alf Francis previously Stirling Moss 'mechanic (who then was working as Rob Walkers chief mechanic).

Finally, we have Mike Lawrence's recollection of the events from his book Colin Chapman Wayward Genius.

Rob Walker had been allowed to buy Coventry Climax V8 engines which were on restricted supply. Rob and Stirling had a secret agreement with Enzo Ferrari to use a Ferrari in 1962, and Walker also had a Lotus 24 on order. Neither new car was ready by the 1962 Goodwood Easter Monday Meeting, but Walker loaned the British Racing Partnership (BRP) his Lotus 18/21, modified to accept the Climax V8 engine. The work was undertaken by Walker's chief mechanic, AIf Francis, a motor-racing legend who had even published a ghosted autobiography. AIf was a superb mechanic who had ambitions to be an engineer, but he was no engineer. Stirling says. 'AIf was like an excellent secretary who thinks that she can run her own business. More often than not she comes a cropper.'

When Colin (Chapman) saw the Francis conversion, he laughed. He reckoned that the rear Of the Lotus had the torsional rigidity of a sponge cake. AIf Francis's conversion robbed the rear of the car of about 75 percent of its torsional rigidity, as Stirling later discovered. This flexibility at the back would go a long way to explaining why the car had a sticking throttle in the Lombank Trophy at Snetterton and why, at Goodwood, Stirling had gear selection problems which cost him considerable time In the pits and perhaps the final result!

There is no definitive explanation for Stirling's crash, but an eye witness to the accident was a young engineer, afterwards an amateur racing driver, Tony Christie. Tony is adamant that Stirling's car was out of gear when he entered the corner. When, 35 years later, Tony was introduced to Stirling, Moss conceded that his car being out of gear was possible because he had previously had gear selection problems.

For 38 days after the accident, Moss lay in a coma at the Atkinson Morley hospital in London. A damaged brain caused paralysis as well as unknown mental damages. As the physical injuries started to heal and the papers became full of optimistic stories concerning Stirling's imminent return to racing, all eyes turned to Berenice Krikler, the resident clinical psychologist at the hospital. Krikler knew next to nothing about motor racing (that would soon change) and therefore lacked any kind of benchmark against which to measure Stirling's attributes. However, a number of Grand Prix drivers, such as Innes Ireland, Graham Hill, Bruce McLaren, Roy Salvadori and Jack Brabham offered their services to construct the sort of baseline, which she needed as a starting point.

The essence of her study was a series of reactive, cognitive and personality observations, using both the racing drivers and a control sample of intelligent and experienced motorists. She sought some standard by which Stirling could be judged.

As she looked at and analysed the results, it became quite clear to her that by these measures Stirling had better not get back into a racing car. On the section of the test concerning visual co-ordination and concentration, Stirling scored the worst measurable deficit against the control groups.

So, whilst the press speculated in the "silly season" of late summer and early autumn about Stirling's imminent return to motor racing, the cruel reality was that he had to lean up against a wall to put his socks on in the morning, he was unable to see straight most of the time and was virtually incapable of making himself properly understood.

He left Atkinson Morley on 20th July 1962, still hoping he could return to motor racing.

Meanwhile Berenice had also observed him well enough to know that his own sense of perfectionism would not allow him to delude himself about any shortcomings in his performance. His co-ordination was still a ragged shadow of its former self, but felt he needed to earn a living as well as to concentrate.

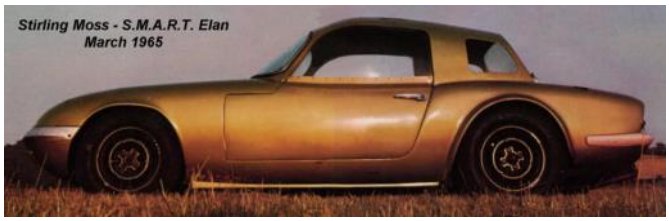
After testing a Lotus 19 sports car, he realised with a dawning sense of horror that Berenice Krikler had been totally right in her assessment. All the flowing instincts, the unthinking balancing, unbalancing and rebalancing of the car were absent. If his relationship with a racing car had once been a smooth flowing dance, it was now more like the bumbling's of a 10 year old schoolboy. There was no flow. It was a disjointed, disconnecting experience…

this was a devastating revelation for him. And a year later announced his retirement from the sport "*'It was an easy decision to make at the time, because it was the only decision to take. I had to think. I had to give orders to myself – here I'll brake, here I must change down, and so on. And another thing; I used to be able to look at the rev counter without taking my eyes off the road – not only that, but I could see the rev counter and a friend waving to me all at the same time. I'd lost that, that had gone.'"*

As we all know, Moss would remain somewhat of a leading light in motor racing circles for a long time to come. After his partial recovery, he immediately began looking for a way to remain active in the sport. In 1962 he formed the Stirling Moss Automobile Racing Team (SMART) and the following year he purchased a new Lotus Elan for racing and a Ford Cortina for rallies. The Elan was picked up at the works as a kit and Moss decided that as long as it would have to be assembled it might as well be modified at the same time. Moss contacted Frank Costin and inquired if he'd like to have a go at improving the aerodynamics on a Lotus Elan. Costin was a little reluctant at first but took on the job and in the end, the new lightweight panels he fabricated, together with the removal of all interior trim, shaved a total of 110 lbs. off the original car. The coupe top was made of aluminum and was laid out to continue the air flow undisturbed as far back as possible. Sir John Whitmore drove the Elan for the SMART Team and his sideways style of motoring was one the most spectacular of the period, although some of the gymnastics were intrinsic to the car.

Despite the handling and only one season's campaign Whitmore did remarkably well in the car. The first outing, with Innes Ireland as co-driver, was at the Nurburgring 1,000 km where the car was withdrawn after practice with a failing clutch and unpredictable car control. The next race was much better with Whitmore taking a first in class and lap record at Silverstone in the British GP support race. Next up was the August Bank Holiday at Brands Hatch where he took another first in class. It looked like another sure victory at the Tourist Trophy at Goodwood as Sir John left his own class far behind to chase the Ferraris and Jaguars. He set another new lap record before the rear hub carrier collapsed and a wheel came off. The race at Crystal Palace was another win and lap record and the Team's spirits were high in anticipation of the season closer at Snetterton. This was a three-hour race in which Whitmore took a long lead and broke the lap record in the process. Incredibly, he was let down again (literally) by another wheel coming off. For 1964 Stirling Moss decided he'd had enough of the Lotus and ordered two Brabham sports racers. Interestingly, the SMART Elan had earned the distinction of winning every race it finished!

And that, dear reader, is where our story ends!!

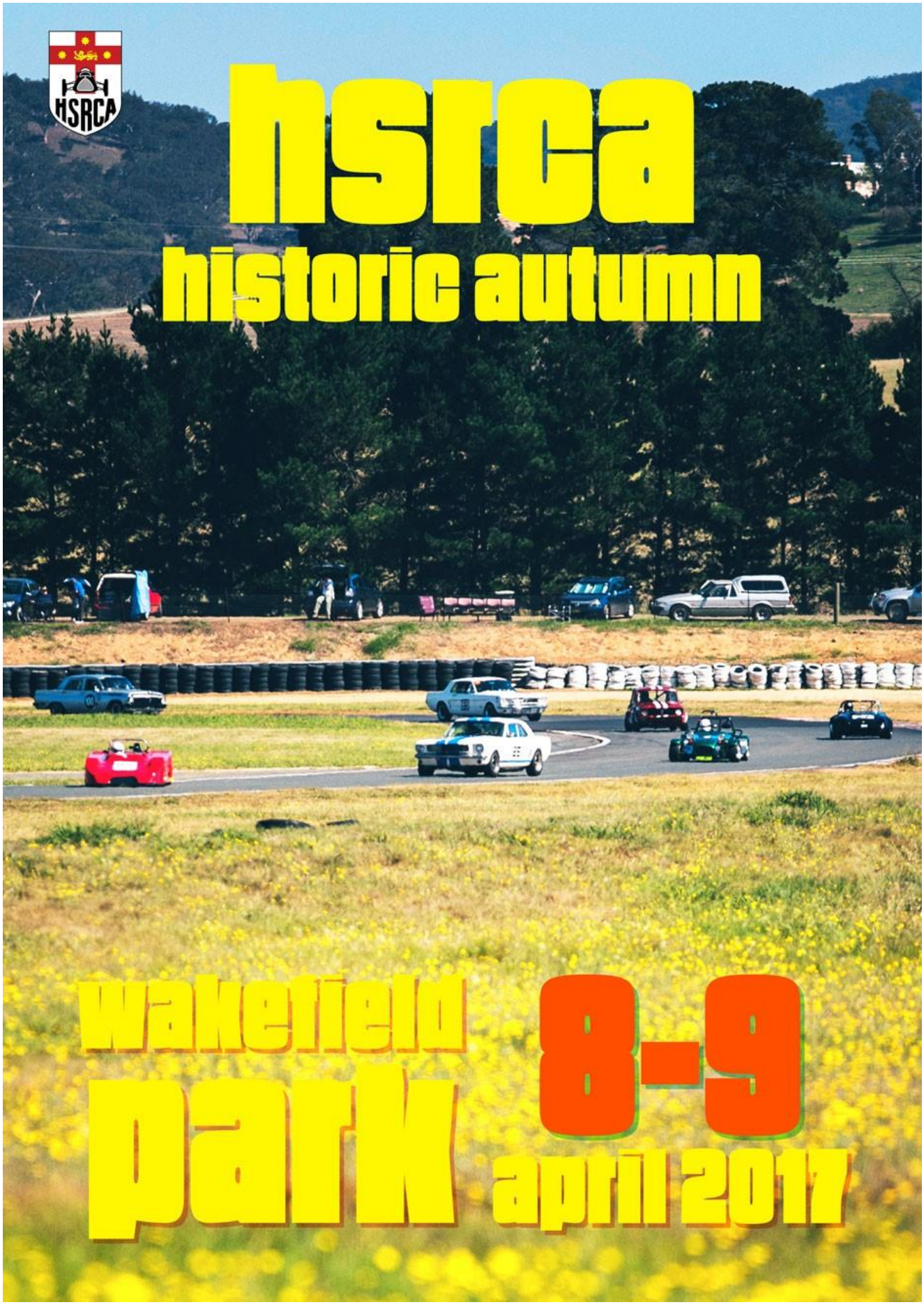


The SMART Lotus. Certainly not the prettiest of Mike Costin's creations, or as my old dad used to say, ugly as a hat full of arseholes!



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HSRCA
hsrca
historic autumn
wakefield
park
8-9
april 2017

The Esprit VQ continues,

chapter 3 (Geoff Winder continues his story)

So, we have a gearbox bolted to the engine, now we need a flywheel and a clutch to go with it. I started by contacting a number of machine shops to get a complete one fabricated but they either wanted stupid amounts of money or were booked up until 2027. So I started to think, how hard could it be……..



There are no manual flywheels for the VQ30DET. The closest I could get was this Maxima flywheel but even that didn't fit. However between the timing ring from the auto flex plate that the VQ30DET came with and the Maxima manual flex plate I could get something to work.

The Maxima setup is front wheel drive and so Nissan has pushed the starter and timing gear back into the engine to save space (compared to the Cima's rear drive setup on the VQ30DET) so I need to adapt to the Maxima spacing.



First step was to make this up.

Now don't try this at home children. A router with a tungsten bit slowly pushed down its slides cut a nice round rebate for the timing sensor to be set back into the block. And actually it did a beautiful cut.





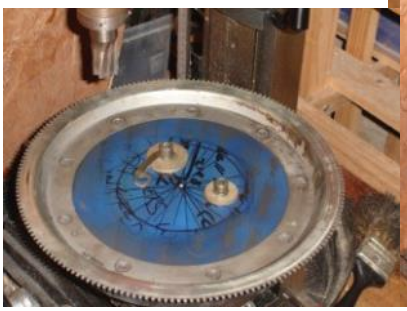
All lined up now.




I could have used the Maxima fly-wheel (the cast iron part just at the bottom of the picture). However the largest clutch I could get was really not up to the potential power of the VQ30DET. Anyway, using something off the shelf is just too easy...Remember my poor little milling machine? Well look what I have in store for it! A nice piece of premium grade cast iron.

The plan is to machine the side that bolts up to the Maxima flex plate, then machine the other side on the lathe.






Lining up timing ring for bolt and dowel holes Milling machine's work is done.



Next step was to make this little copy of the end of the Nissan crank so I could bolt the Maxima flex plate in the lathe.

Here it is setup in my father-in-laws lathe.

Time to make cast iron swarf (iron filings really)





4 hours of machining later



Here is the finished product. It weighs only 8.5KG, BUT it looks very small. What are you doing, you ask?




Ever heard of an American past time called Nascar? This triple plate button clutch, setup for well over 1000HP was used in a few races and then discarded to eBay for 1/4 of its normal price. I will use it as a twin "organic" plate setup that should easily handle the VQ's power and give a reasonably light pedal pressure.




After Dynamic balancing, the flywheel is ready. Quick check of alignment, good to go.




Everything is bolted up and ready for the longest release bearing in history.





Answer to last months "Now who Said That?"



"I am delighted with that judgment, which is devastating for the *News of the World*. It demonstrates that their Nazi lie was completely invented and had no justification."



Last months winner was Andrew Stevens from SA

Andrew says " Has to be Max Mosely following the court case against News of The World where he was shown cavorted with a group of ladies of a certain disposition dressed in nothing at all like Nazi costumes. I've always wondered who it was that benefitted from this expose, but some of the penalties handed out in F1 around that time might give a clue."

Max Mosley was been President of the Fédération Internationale de l'Automobile (FIA) since 1993 as well as being a trustee of its charitable arm the FIA Foundation. He brought legal action against News Group Newspapers Ltd, the publishers of the News of the World newspaper, complaining about an article by journalist Neville Thurlbeck published on 30 March 2008. The headline of the article was "F1 Boss has Sick Nazi Orgy with Five Hookers". This was accompanied by the sub-heading "Son of Hitler-loving fascist in sex shame". Mosley is the son of Oswald Mosley, who was the leader of the British Union of Fascists during the 1930s. Mosley relied upon an action based upon breach of confidence or the unauthorised disclosure of personal information rather than defamation. Mosley claimed that sexual or sadomasochistic activities were inherently private in nature and that their portrayal was an invasion of privacy by reason of a preexisting relationship of confidentiality between the participants.

As an aside, Historic Lotus UK will be welcoming Max Mosley as guest speakers at the Lotus Elite 60th Anniversary dinner. Max has the unique claim of having owned the same Lotus Elite twice!! (26th May if you happen to be in the old-dart at the time)

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months' quote, :

"The early Elans frankly were a pig to drive, nothing like as good as the Elite and they were only faster by virtue of the more powerful engine. My recollections are of a bucking, smoking, creaking, fragile brute!'

Now this ones a bit tricky so I will give you a few clues

- His photo is on the cover of this year CLA Calendar but not inside,
- One of the cars he was involved with resides in Australia
- The quote comes from Dennis Ortenburger's book **Flying on four wheels**,

Wow!! That's now SOOO Easy!!!!
Winner announced next month

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

REGISTRATIONS OPEN FOR APRIL 2017 LOTUS ONLY TRACK DAY AT WINTON



Simply Sports Cars have opened registration for their first Lotus Only Track Day of 2017. The event will be held at Winton Raceway in Victoria on Monday the 24th of April, coinciding with the last day of LOTUS 2017.

Registrations are available on the Simply Sports Cars website, The goal is to fill Winton with Lotus cars of every speed, shape and size and put on a fun day at the track for all. Part of the LOTUS 2017 weekend, the LOTD is sure to attract some interesting cars and a few good mates to go driving with.

Simply Sports Cars' Lotus Only Track Days are designed to be fun and inclusive, offering options for people of all skill levels and inclinations to get out on the track in a safe, relaxed and educational environment.

Drive sessions are available for those who just want to take their car out on the track for some fun. If you're looking to up the competition factor slightly, sprint sessions, which are a typical sprint against the clock, are available.

For the full competitive experience, race sessions featuring practice, qualifying and three races will also be held over one very busy day.

Experienced drivers will be on hand to offer guidance and the SSC-Lotus team will be there to answer questions about your car, its set up and possible modifications. The event will also be supported by Harrop Engineering.

We've thoroughly enjoyed all of the Lotus Only Track Days so far, and are sure this will be another excellent event..

Image thanks to Paul D'Ambra

A Journey with Speed.

Liam's Story by Craig Sheppard

A very proud dad tells the story of his sons successful rise through the ranks of speed!



Where it all started : Liam, Lucy & Dad

Ever since I can remember, Liam was obsessed by cars and racing, easy to comprehend really when his Dad was also obsessed ever since he can remember, the 'Car Gene' is strong in the Sheppard family.

Our first recollection of Liam's intent was when he started talking, and the phrase 'wrace wa' (Race Car) and pointing at a pictures of cars in books, magazines etc. His favourite episode of Thomas the Tank Engine was 'The Race', between a train and a bus, which we watched at infinitium!

At that time, I was racing an Austin Healey Sprite in Group S and Liam was a permanent fixture in the pits and as part of the Group S Marquee had a gaggle of grandparents who wanted to mind him (as well as our Daughter Lucy). (Side Note in Chris Masters story on Self-Managed Super Funds on 4 Corners back in the early 2000's – my wife Cathy, can be seen changing nappies in the Marquee at Oran Park!). When people asked him what he wanted to be … 'Race Car Driver' was the forthright reply.

His first taste of speed would come quick young via BMW rideable 'bubble car' and the hill on our street, lucky we live in a cul de sac. For hours we would be 'out the front' watching as the Green BMW would be walked or run up the street and would come down faster and faster, occasionally the neighbours would watch and shake their heads (probably at us), for this 3-year-old tearabout. He would wash it regularly so it was 'smooth, to go faster'.

Liam's first taste of F1 came soon after, as I took him to Melbourne when he as 5 years old. I have never seen him so excited, as 'Shuey' in the Red Prancing Horse approached us with the V10 screaming … his eyes were like dishplates and he was hooked!

Our first Lotus, joined our family in 2009 and that quickly changed to the Exige Cup 240 soon after, a car we still have today. Liam would sit in the Cup for hours on end, changing gear, heel toeing, hitting the apex, turn after turn to set the fastest lap … sound familiar anyone?



Liam was also introduced to the Lotus Club very early, by becoming a member and accompanied me to many events, social or motorsport. For those who remember the slot car evenings? Liam used to come away 'victor' more often than not.

So, the time came for his venture into Karting. We had a deal, he has to be around 12, pay half for the kart and safety gear and we would consider it. So when he was 10, he asked all his relatives to give him money for birthdays and Christmas for the 'Go Kart fund'. It soon started to add up and as soon as he could, he got a job at 'Macca's' so he could pay the 50% we agreed. So we keep our end of the deal and the karting journey began.

Starting out in juniors (100cc Yamaha J Engine – about 13 hp), hours and weekends of practice followed, me as his 'mechanic' and mum as 'nutritionist', Lucy our daughter cheering on!

After six months, Liam had passed all the driving tests and could compete in his first race. At this stage he was 13 years old. A sunny winters morning greeted us in Newcastle and as a 'P' plater, Liam had to start at the back of the grid. By the start of lap 2 he had overtaken 3 or 4 backmarkers and was making his way up the field. As he rounded turn 4, the track ahead was blocked,

Liam ducked up the inside to escape the carnage, but so did someone else and Liam was launched in the air – cartwheeling down the track! Liam took the weight of his kart and himself on the shoulder and something has to give … the collarbone in this instance. Red Flag's, ambulance despatched and one very anxious father jumping the fence to get to his son. As the track was still active, I was quickly 'accosted' and given a warning – but you throw out all logic to the wind when your son is prone on the circuit. Quickly however he was up, holding his shoulder and once I was able to get to him he said that it felt like when he broke his other collarbone playing rugby … you can say that he is evenly balanced.

So after 10 weeks, Liam is back in the saddle and ready to race, again at Newcastle. You can imagine the thoughts as he went into the first corner, but all went well and he finished his first race. Over the next two years, dozens of practice days and race meetings were attended with Liam moving steadily up the grid. As he turned 15, it was time for 'Seniors'.



Liam (63) challenging for 3rd place (at 110 km)



Liam (63) leading the Charge (and his team mate !) at the Nationals, Qld, 2016.

The senior classes start at age 15, with various classes. They are predominantly no gearbox (seriously you might as well race a car as some of the expsense to campaign a gear-box kart!) and Liam chose the most competitive class TaG125. These karts have a choice of engines, but we went with a Rotax 125cc, water-cooled engine with an output of approximately 30hp – quite a step up and capable of 130km – depending on gearing and the circuit. Imagine doing that speed, about 40mm of the ground!

From the get go in seniors, Liam was quick, finishing in the top 5 consistently, and on the Top Step regularly. The fields in the club level had around 25 starters, Liam looked so young, but the experienced and older drivers took him under his wing – until he started beating them!

After 6 or so months and the right licence grade and experience it was time to graduate to the National Series. This is a whole world apart from club and State racing. This is predominantly the best karters from around ANZ, spread across 9 classes. The 5 annual events are for 3 days each, spread throughout the QLD, NSW, SA and Victoria (twice).

Liam's first qualifying was a real eye opener – in the wet. Liam was the only national rookie in the field and qualified 19th out of 37. A pretty good effort on a track that he only seen the day before. That event was marred by fluctuating weather (yes it was Melbourne) and the only mechanical failure we experienced at this level. Liam recovered well and finished where he qualified 19th in the final. He was very happy – but realised the mountain was much steeper!

Over the next few years, as Liam's strength and experience grew – top 15 placings and the quite a few top 10 placings were the order of the day – which we were very pleased, consdidering the amount of time he spend in the seat, due to the HSC, Uni, Work, Sports and other interests (aka Kristen, Liam's girlfriend). To put this in perspective, the top 15 in Nationals would qualify typically with 0.35sec covering the lot. Over a 50 sec lap – that's mighty close!



Getting some air !

To put it in perspective, the top 5 to 10 drivers, would practice at the circuit where the next event was to be held at least once, but sometimes 3 or more weekends before the event – even if this was interstate. So at the start of the event, they had setup sorted and competitors like Liam would learn the circuit and we would get the setup for the circuit in the first few practice sessions, which are 10 minutes each. Overall a great result and a fantastic way to spend father and son time. There are lots of funny stories, but that's for another time.

In 2016, Liam started Uni and doing a double degree and time become tougher to practice, so we used some club races as practice for the Nationals. It was obvious that racing at the top level had sharpened Liam's skills as he won first time out by some margin and was always in the top 3 going into the finals. However, as the year progressed, it become a concern that the quality of competitor drivers had 'changed' – culminating by Liam being taken out in the 'Final', 4 times by inexperienced drivers – twice while leading.



Ready to Go!!

All this while the Exige looked a forlorn sight in the corner of the garage, under cover, lucky to do 200km per year. It was time to be awoken.

As 2017 started and we reviewed options for the year and base on other commitments, we knew that "Lotus Time" had finally arrived for Liam. We literally spoke about it once as a family and without hesitation the Lotus was decided upon as the track weapon of choice.

So preparations began, with the help of Mike Basquil, the CLA CSCA event was targeted. New race suit required (karting suits are nylon and are not allowed in cars), boots, gloves and for Cathy's (and mine) piece of mind a HANS device organised. SSC weaved their magic on a few nice upgrades and the 11th March was upon us.

The CLA team was so accommodating and helpful in Liam's first sprint. Special mention must go out to Mike B, Rex H (who also rang Liam on the way home – great stuff), Mark A, Steve and Jon-elle A to mention a few who gave tips and advice. It has been over 5 years from my last event and it was fantastic to see the CLA camaraderie alive and well.

Liam's first session was very tentative, but by his third he was starting to find his 'mojo' and got faster and faster right through to the final session of the day, posting a 1.12.1 – a great first effort – in dad's car!!!

So we have more CSCA events planned this year, the SSC LOTD @ Winton, Phillip Island (hopefully) as well as Liam having his first Formula Ford outing in May.

It's been a fantastic journey to be a part off. Cathy occasionally comments that she grew up in a family with no cars and now its cars, cars, cars! Good to see the 'Car Gene' is strong on the Sheppard side.

So the journey continues …



At Full Tilt : CLA CSCA March 2017

LOST in Hawks Nest and Tea Gargens

The LOST Fraternity got together this Saturday, the 11th of March, for a run to Hawkes Nest and the Tea Gardens Motorfest.

Starting at McDonald's in Hexham they drove across the Hexham bridge, down the Pacific Highway via Raymond Terrace and Karuah before turning off to Myall Way and Motorfest.

It looks like a magic day, and you can get a feel for it with these great photos by Jack McLaughlin.







Sir Jackie Stewart calls on Motorsport fans to back crowdfunding drive for new Jim Clark Museum



Formula One legend Sir Jackie Stewart OBE has asked motorsport enthusiasts across the world to back a £300,000 crowdfunding charity campaign for a new Jim Clark Museum which was launched at Race Retro 2017 The campaign was announced alongside the unveiling of Jim Clark's historic 1965 Lotus 33 R11.

Jim Clark inspired a generation with his courage and skill behind the wheel, and his dignified and humble personality when not racing. Widely regarded as one of the greatest motor racing drivers of all time, he became a national hero and international icon of the 1960's.

The Jim Clark Trust working in partnership with Scottish Borders Council, aims to build a new expanded Jim Clark Museum in 2018 celebrating his life and legacy 50 years on from the tragedy of 1968 at Hockenheim that stunned the world.

The plans have been made possible thanks to Scottish Borders Council's commitment of capital funding towards the building design and infrastructure. The Council has pledged £620,000 towards the new £1.6m museum with a further £645,000 support from the Heritage Lottery Fund with Stage 1 Development phase approved and the Stage 2 Delivery build programme pending.

£300,000 is now required to give the green light to the Delivery build phase to redevelop the existing Jim Clark Room in Duns, Scottish Borders, in to a modern museum with space to display new memorabilia and two of Jim Clark's race cars.

The campaign was launched at Race Retro alongside Jim Clark's 1965 Lotus 33 R11 as it made its first public appearance in over 40 years with the potential to exhibit the restored race car in the new museum once complete.

The Jim Clark Trust is now seeking support from motor racing fans across the world to get behind the charity fundraising drive for the new museum by donating to the appeal via Crowdfunder.co.uk at www.crowdfunder.co.uk/jim-clark-museum. The campaign will run for only eight weeks with all pledges having to be submitted by April 21, 2017 with the aim of raising the £300,000 target.

If this target is reached successfully and with popular support, the Trust's ambition is to then consider a further £300,000 for an extension to the rear of the building to display up to 10 cars or more for a wider celebration of Scottish motor sport.

Commenting on the project Sir Jackie Stewart said: "Jim Clark was not only the best racing driver I ever raced with and against. He was also a great friend, a wonderful ambassador for motor sport and indeed for Scotland. It is only right that we honour his success and achievements. I am delighted the museum project has reached this crucial stage with the support of the Trust .ccess."

The current Jim Clark Room opened in 1969 with a unique collection of trophies and memorabilia donated by Jim's parents James and Helen. The Trust remains under the guidance of the Clark family. Plans for the new museum include expanding the current collection, image galleries, film footage, interactive displays and a technology and education zone. Exhibiting the cars in which he raced will be the star attraction for the new museum and a celebration of Scottish motor sport. The museum is expected to generate significant economic and tourism benefits to the Scottish Borders and Duns community attracting thousands of visitors. Aspirations for the project include a classic car restoration programme, support for technology skills apprenticeships and a Jim Clark driving tourist trail through the scenic countryside of the Scottish Borders including historic venues such as the old race circuit at Charterhall, local market towns and Jim Clark's grave at Chirnside Church.



Welcome to Lotus 2017



LOTUS 2017 Now Taking Bookings!!

After much anticipation, the Victoria Lotus community have finally opened the door to registrations for next years' biennial gathering of Lotus enthusiasts from around Australia.
As mentioned previously we are basing the gathering at Beechworth in the north east of our state and for those who have been there previously will attest it is home to some of the best autumn colours, food, wine and roads you can access in our state. For those who have not been there yet, what better excuse can we offer than to share the weekend with other Lotus enthusiasts and see if what I've just said is justified!
To book your place at Lotus 2017 go to the web site, www.lotus2017.com setup an account and register for the event
The entry fee has been set at $500 each and this covers the following;

- The welcome BBQ on the Saturday night,
- Lunch and dinner on Sunday,
- The gala dinner on Monday evening,
- All bus transport to and from dinner venues (and the trip to Rutherglen on Monday for those who wish to relax rather than race), and
- The memorabilia that promises to become collectables within the Lotus community from next ANZAC weekend onward.

14th November 2016

LOTUS ELITE DIAMOND JUBILEE

AUGUST 12 13, 2017

Folks,

The initial response to our 60th party has been wonderful, with 45 people already booked in for the accommodation - with many of them staying 2 and 3 nights! And I am pleased to say that they are coming from all over Australia, New Zealand and America. It is certainly shaping up to being a fun weekend and I certainly would not leave your decision about booking to the last minute as you may well miss out. Just to remind you of the rooms available:

- Deluxe queen room - $145
- Twin room - $165
- Deluxe alpha suite - $205

Don't send money, just advise me of your requirements to secure your booking.

This time around, rather than produce another lapel badge like the one we did for the 50th celebrations, I thought something more useful would be appropriate. To that end, I have negotiated with a shirt provider to produce a good quality special edition Diamond Jubilee polo shirt featuring the 60th badge. It will be embroidered, not printed.





They will be available in white or black and with gold/yellow piping.

All the usual sizes are available and I am confident of them being less than $35.

To help me with the yes/no decision, all I need to know now, is if you would like one - and if so, how many.

Our celebration dinner on the Saturday evening will be a three course affair and I will be asking for your attendance details closer to the event, Suffice to say it will be a memorable occasion.

More news at it comes to hand.

Cheers,
Brian


Time for a little adventure....
FROM THE
HIGHLANDS
TO THE
TABLELANDS
Only $460 ,covers all meals and accommodation for two people!
MOUNTAIN RALLY 2017
MittagongGoulburnYassGoulburnSutton Forest
Sat 27th & Sun 28th May
Easy navigation over great roads.
Overnight accommodation and scrumptious dinner in Yass.
Bookings at www.jaguar.org.au

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
April	Sunday, 2 April 2017	MGCC CSCA Round 2	8.00am	SMP North
	Saturday, 8 April 2017	Lotus Lunch	12.00pm	UTS Rowing Club Dobroyd Parade Haberfield
	Sunday, 16 April 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Saturday, 22 April 2017	Lotus 2017	All day	Beechworth Victoria
	Sunday, 23 April 2017	Lotus 2017	All day	Beechworth Victoria
	Monday, 24 April 2017	Lotus 2017	All day	Beechworth Victoria
May	Saturday, 13 May 2017	JDC CSCA Round 3	8.00am	SMP North
	Wednesday, 17 May 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 20 May 2017	FoSC	8.00am	Wakefield Park
	Sunday, 21 May 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 21 May 2017	FoSC	8.00am	Wakefield Park
	Saturday, 27 May 2017	JDC Highlands to Tablelands	all day	Goulburn
	Sunday, 28 May 2017	JDC Highlands to Tablelands	all day	Goulburn
June				
	Saturday, 17 June 2017	Lotus Lunch		TBA
	Sunday, 18 June 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 21 June 2017	CLA Monthly Meeting	6.00pm	TBA
July	Saturday, 1 July 2017	AHOC CSCA Round 4	8.00am	Wakefield Park
	Sunday, 16 July 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 19 July 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 22 July 2017	FoSC	8.00am	SMP Druitt
August	Saturday, 12 August 2017	MOCA CSCA Round 5	8.00am	SMP Brabham
	Saturday, 12 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Sunday, 13 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Wednesday, 16 August 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 20 August 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 27 August 2017	Kings School All british Day	8.00am	The Kings School Parramatta
September				
	Saturday, 9 September 2017	Lotus Lunch	12.30pm	TBA
	Wednesday, 20 September 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 17 September 2017	Beyond Blue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
	Sunday, 24 September 2017	SCCA CSCA Round 6	8.00am	SMP South
October	Sunday, 1 October 2017	FoSC	8.00am	SMP Amaroo
	Sunday, 15 October 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 15 October 2017	TSOA CSCA Round 7	8.00am	Wakefield Park
	Wednesday, 18 October 2017	CLA Monthly Meeting	6.00pm	TBA
November				
	Sunday, 19 November 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Wednesday, 22 November 2017	CLA Monthly Meeting	6.00pm	TBA
Decenber				
	Sunday, 3 December 2017	CLA Christmas Party	11.00am	TBA

CLA WA 2017 Diary

Month	Day Date	Event	Time	Location
April	Monday, 10 April 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 16 April 2017	EMR	8.00am	Guildford
	Friday, 21 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 22 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Sunday, 23 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Monday, 24 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 29 April 2017	Jacks Hill Climb	8.00am	SES
May	Monday, 8 May 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 21 May 2017	EMR (gingin All British Car Show	8.00am	Guildford
June	Monday, 12 June 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 18 June 2017	EMR	8.00am	Guildford
July	Sunday, 2 July 2017	***Round 4 Sprint Championship***	8.00am	Barbagallo (SES)
	Monday, 10 July 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 16 July 2017	EMR	8.00am	Guildford
	Saturday, 29 July 2017	***Round 5 Sprint Championship***	8.00am	Barbagallo (SES)
August	Monday, 14 August 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 20 August 2017	EMR	8.00am	Guildford
September	Monday, 11 September 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 17 September 2017	EMR	8.00am	Guildford
October	Monday, 9 October 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 15 October 2017	***Round 6 Sprint Championship***	8.00am	Collie (SES)
	Sunday, 22 October 2017	EMR	8.00am	Guildford
	Sunday, 29 October 2017	British Auto Classic	8.00am	El-Caballo
November	Sunday, 5 November 2017	Jacks Hill Climb	8.00am	SES
	Monday, 13 November 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 19 November 2017	EMR	8.00am	Guildford
	Monday, 27 November 2017	Go Karting		Cockburn (tbc)
December	Saturday, 2 December 2017	***Round 7 Sprint Championship***	8.00am	Barbagallo (SES)
	Sunday, 3 December 2017	EMR	8.00am	Guildford
	Monday, 11 December 2017	Meet n Eat	6.00pm	BOAB

For lease / Rent

Workshop/Car Storage for Lease/Rent – Sydney/Hills District



Large (45 sq.m) colourbond shed - 7.5m x 6m approx. available for medium/long term rent for non-commercial use.

Secure and lockable - very safe located right next to my house

Rollerdoors at both ends - flat paved driveway access

Lots of lighting and power - **incl. 3 phase power**

Perfect for storage for a couple of Loti ... or set up as a workshop and build/restore that car you always wanted to but never had the space.

Located at Glenorie 2157, less than an hour from Sydney CBD.

$200 a week.

Prefer CLA member,

Call Andrew 0410 963 440

For Sale



FOR SALE - to make way for an Evora

Anne Blackwood 's 1968 S4 DHC Elan.

$45,000

For full details :

Tel. 0413 221 123

anne_blackwood@hotmail.com

For Sale



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. $40,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com



First built, first owner first registered!

For Sale.

A pair of Esprit V8 Catalytic Converters. Original Factory units with Low K's

Pick up from Lindfield.

$0.99 ono
>
Geoff: 0416866644