August 2017



Chunky's Chatter

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



Inside this issue

- Countdown to our Lotus Diamond Jubilee
- All the remaining Lotus 49 gather in one place
- Skid Pan fun from Canberra
- An opportunity to unleash your Lotus around Mt Panorama

Club Lotus Australia
August 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, Veteran Lotus Mechanic Bob Dance reunited with the Lotus 49 R2 now owned by Chris Mac Allister. In 1967 Jim Clark drove it to 4 GP wins to finish the year in 3rd position

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



Good morning everyone

Although there is lots going on over the next couple of months, there are only two things I want to draw your attention to this month, and they are both **really important** in different ways:

1/. **Lotus Elite Diamond Anniversary Celebrations**

Brian Caldersmith has been sweating blood to pull together the Lotus Elite Diamond Anniversary celebrations on Saturday 12th and Sunday 13th August. If you still haven't extracted a digit, you need to do so very quickly or risk missing out completely. Full details of how to contact Brian and what you need to do are inside Chunky's Chatter but in essence there is dinner at the Alpha Hotel at Sydney Motorsport Park on Saturday night, with to date nearly 100 attendees, and then there is the CMC Shannons Day on Sunday at Sydney Motorsport Park where we will have (to date) over 60 cars, including 26 Elites, several Sevens, a couple of Elevens, and a whole Smartie tube of Elises, Exiges and Evoras. So please come and join us, bring a picnic and make a day of it! What you need to do:

If you want to come to dinner, transfer funds ($65 per head) to CLA's account (BSB633000, ac 144279056)

If you own an Elite, get in touch with Brian for your entry ticket. If you are bringing any other Lotus, Evan Jones has your ticket (evanj@optusnet.com.au)

2/. **Mike Basquil's retirement**

As you hopefully have read previously, Mike is retiring from his role as CLA Motorsport Secretary, particularly for the CSCA Supersprints; unless we can find a small group of individuals who are willing to pick up the role collectively (we recognise that asking one person is not going to work out) there is the very real possibility that the CSCA series could collapse through a lack of planning and organisation. This will impact a lot of us negatively, and I would ask you please to think through the consequences of this, and if it matters enough to you, to put up your hand to form the Motorsport Committee that will pick up this important role from Mike. Mike is of course willing to continue to support and help the Motorsport Committee as it establishes itself, and to provide guidance on the key planning and communication elements. But he is NOT willing to continue to run this himself, and frankly, after 15 years of involvement, it is simply not fair for us to continue to lean so heavily on him.

This will be a key agenda item for the AGM in September, but I would ask you to contact me or Mike before then if you are willing to be part of this Committee approach to managing one of our favourite past-times.

Right, with that off my chest, I hope I will see lots of you at The BIG Lotus Weekend, or at the Kings School All British Day (tickets also through Evan, and we need some Marshalls too please), or perhaps at the AGM on Wednesday September 13th.

And in the meantime, keep safe, upright and on the blackstuff,

Pip pip

Ashton

Welcome New members during May, June and July

Michael Rebiffe – NSW

Rhett Payne – SA

Brian Millington – NSW

David Major - WA

Nick Livanes (rejoined) – NSW

Sue McLeod – NSW

Richard Mills – NSW

Christian Lawler – NSW

Dario Valenza – NSW

Martin O'Brien (rejoined) – QLD

Ryan Addinsall – NSW

Nik Williamson – NSW

Christopher Frith – SA

Wayne Thomas – SA

From the Editor Tom Devitt



OK before I go anywhere, I need to remind you that the LOTD Drivers day at Wakefield park on the14th still has some spots available for this more than exciting day. More information on page 10.

Gates open at 6.00am but please try and be there before 8.00am. Remember, we are in Area E (Amaroo marshalling area). As it will be our annual Concourse don't forget to give your trusty Lotus a bit of a polish. Additionally, every club will have the opportunity to run a couple of laps of the circuit behind a pace car and our turn is at midday. Start getting ready to leave our area at about 11.30 The Club was hoping to cater for the event but this is not allowed by the organisers, so either bring your own or purchase something at the circuit food outlet. There is a regular shuttle bus that runs around all of the areas so getting something to eat and seeing the rest of the other clubs displays should be easy. Every entrant gets a showbag and medallions of the day are distributed to all people who bring their cars but these will not be in the show bags. – You need to present the voucher in the show bag to the CMC in Garage 50. Lots of other vouchers and samples are also in the bags. Also don't forget to buy some raffle tickets on the day to win a watercolour painting of your car.

Next thing to bear in mind is that the club has tickets to the All British Day at the Kings School Parramatta. Not as big for us as normal but still a fabulous day. Evan has plenty of tickets for this, so if your car still has a sheen from the 13th why not show it again on the 27th August. Email Evan with your car type and rego to evanj@optusnet.com.au



Next, the Shannon Classic this coming weekend (13th August) Organisers are expecting over 1900 Veteran & Classic vehicles from over 150 clubs. Obviously CLA is one of them. All the vehicles will be on display and on parade, and as well as cars there will be motorbikes, scooters, military vehicles, police vehicles, ambulances & fire engines.

There will be double-decker bus rides around the track (gold coin donation for the Bus Museum) as well as trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.

Live music, the Free Spirit Markets, Rock 'N' Roll dancing, even the events own FM radio station as well as an art show and much, much more!

Early notice I know but make sure you put it in your diary its CLA Annual General Meeting at Shannons Artarmon. Wednesday 20th September. Generally people start arriving from about 6.30 but 7pm is the official kick off. - Shannons Offices, Unit B, 12 Frederick Street, St Leonards (park & enter by the Reserve Road entrance at the rear of the offices). We love to have new faces helping us run the club so it you would like to put your hand up there is a Committee Nomination form in page29 of this newsletter

OK, I'm off for a Bex and a good lie down, see you next month.

Tom

2017 CSCA July Report

With Mike Basquil.

Round 4 of our Series was hosted by the Healey club and being very mindful of the Entry price, this year we had a modest increase to the Entry price have done as much as possible to keep costs down remembering over half the field come down the day before and stay so Accommodation and meals are another expense. We were pleasantly surprised to have a full field so the pressure was no to make the day as enjoyable as possible.

The winter Event at Wakefield always throws up new challenges most due to weather – we have had fog, sleet and rain, and this year was no different this year it was just COLD. We got a taste of this as we started Administration and Scrutineering on the Friday afternoon and 4pm saw everybody looking for their parkas. Friday preparation makes for a huge time saving and distress on the morning of the Event; we processed 52 Entrants on Friday or half the field. Waiting for the gates to open at 7am the cattle in the field nest door had sheltered under the trees but still wore a blanket of frost on their backs. Minus 10 makes lots of things you take for granted reluctant if not impossible to work. Folks were hard to recognize they were buried under so much clothing including dorky hats, easily overcome but pens where the ink wouldn't flow made Scrutineering and Administration that little bit slower; then you have the forgotten 'issues' frozen pipes meant toilets didn't work no big deal for the Guys BUT coffee couldn't be brewed one competitor was seen checking all the taps with kettle in hand with no joy before 10am. The major issue facing the competitors by the cold was that engines don't want to start and batteries don't have the usual cranking power when near frozen – a few cars did laps on a tow rope in an effort to get them going- all this was happening before any cars entered the circuit.

The Drivers Briefing got under way promptly at 8:30 with a minutes silence to honor Mark Alexander's passing our Current CSCA Drivers Champion and competition started a few minutes past 9; AHOC ran three flag points during the event including using the lights in anticipation of lots of off track excursions due to the cold track. To all drivers credit we had no hold ups during the day although we did have some entertainment as folks looked and found the limits of adhesion, naturally overheating wasn't a problem as we didn't see double digit temperatures all day, I believe the following day was a little colder if that was possible. I spent the majority of the first round sorting out the little problems mainly form entrants not having fitted their Dorian Timers correctly. I'm constantly dismayed that drivers don't give themselves space to make that little error on the warm up lap- and there were lots, Cold track, tyres and brakes all made for some moments, my heart rate didn't need, and they were the ones I noted.

Results: We opened the point scoring with Ashton Roskill in the Lotus 55 in Class A6 which is such a pretty car on track posting a 1:19 lap not shabby for a 50 year old car; a modern BMW M1 tried to monster it several times only to be left behind in the corners. Class C2 had Len Goodwin continue his domination of this class taking the class win by over five seconds and 20th outright. Class D2 modern used to be the haunt of the Elise and Exige and very popular this event saw only 4 entrants in the naturally aspirated class appears they have all 'upgraded' to forced induction despite the low numbers competition is fierce with Rex Hodder in his Exige having to work hard to take the 1st spot followed by Leigh Mellor; Mark Beckett and Dennis Brady all in Elise's with five second separating the bunch. Class D3 Modern had Tom Hussey in the supercharged Elise take 2nd place just sneaking under the capacity limit. Class D4 Modern is exclusively Su-

percharged Lotus, Duncan Andrews took the class win and fastest Marque car on the day with a 1:03.8838 lap from my records that is quickest road registered time at Wakefield so well done Duncan (I believe his good mate Mark was in his ear all day) Richard Wodhams is coming to terms with his new steed posting a personal best and 2nd in class both in red cars so proving the theory that red ones are faster; Peter Taylor and Steve disputed 3rd and 4th Peter the leader by the odd tenth. Liam Sheppard and Dad Craig shared the Cup 240 Liam taking 5th in class to Craig's 8th in Craig's defense it was his first competition event in several years; Gino Valdes in his Exige was 6th. Class D5 Modern is exclusively V6 Exige territory Martin Duursma and Leigh Fuller continued their Series battle with the odd tenth separating them Martin the class winner this round; all followed by Valery Muzman in his Cup R and we all expect this car to improve as Val gets more seat time. Class R1 saw both Mackie brothers competiting in HPE powered Lotus; Dave in the Exige taking the class win from Tim in his Elise both these cars were driven to the track and returned home without any issue. Of course our fastest pensioner is also in this class in his HPE Elise and did his best to keep them honest for 3rd in class all covered by less than a second. Terry Waugh in the Banks Europa took out 5th in class, followed by Brian Sutton in the Caterham until a little issue called an early end to his day. In the Non Marque Classes Rex Mellor in the BMW E36 took the win in 2BM; along John Taylor in the Peugeot 205 in 3AM. Campbell Smyth in his Clio 183 took the class win in 3BM this car is a real weapon and fun to watch on track, followed closely by Stephen Wan in the heavily modded Civic in 2nd Greg Baker in the Pulsar GTi was 7th in Class followed by Team Deller in their Commodore Peter a few tenths quicker than John for 8th and 9th in class- wasn't all that long ago that a V8 Commodore was expected to a lot closer to the top of the outright times, no so in our modern high tech times.

At the close of play a good time was had by all I spoke to, and no on track issues made for 5 runs available to those that wanted them. CLA was represented by 29 members and a couple of other Lotus was entered representing other clubs so support for the Marque is outstanding. Needless to say the Club Championship looks to be ours once again, my apologies for not getting the Pointscores distributed earlier but the Addition of Modern and Classis into the Marque classes has proved to create a bigger job than was first thought.

The remaining 2017 season the dates are listed below for those that wish to mark down the Calendar dates;

Round 5 MOCA 12th August SMP Brabham entries have been distributed and as always this event is well supported and this weekend with the Shannon's day on the Sunday will make for a busy weekend

Round 6 SCCA 24th September SMP South

Round 7 TSOA 15th October Wakefield Park

CLA attempt to Collect some prises in this years Phillip Island 6 hour will be the subject of another article next month reporting all of the fun we had all tinged with a bit of orange in memory of a Mark Alexander.

CLA is still looking for my replacement CLA I've approached a couple possible candidates and not been overwhelmed by possible volunteer I see this job as a multi-person position and I don't expect to just disappear of the scene completely – DO YOU FIT THE BILL your club needs you.

See you at the Track,

Mike Basquil

Quokka Talk

By Eddie Lankhorst

August will be a Hill Climb month for Lotus. To start the month we will have Jacks Hill Climb with the Triumph Sports Owners Association which will be a practice run for the big event later when we will be again competing at Jacks Hill for the CAMS Club Challenge. So far we have two teams of four cars each. Team one "Lots of Trouble" consists of Steve Metlitzky, Richard Cooper, Andrew Graham and Preston Adams while team two "Usually Serious" consists of Vicky Rowe, Kevin Fitzmaurice, John Edmondson and myself. So we are in the running for prize money towards our Club with these quick drivers.

Smack in the middle of August is Targa West rally when we hope to see a few Lotus cars entering into the "Drive" section and enjoying the fun of letting loose on some fun roads although at a speed limited 130kph. I am hoping we can make this an annual event for many more Lotus next year.

Our next months events are:

- August
  - Sunday 6th TSOA Jacks Hill Climb (contact Eddie for Entry Form)
  - Mon 14th BOAB Meet n Eat 6pm
  - Sun 20th EMR, Guildford 8am
  - Sun 27th CAMS Club Challenge Jacks Hill climb
- September
  - Mon 11th BOAB Meet n Eat 6pm
  - Sun 17st EMR 8am from Guildford

John Hurney Sprints & WA Lotus Championship

By Eddie Lankhorst

This Sprint day was named The John Hurney Sprints in recognition of the years of dedication John had spent contributing to WASCC club, track, events and organiser, to name a few. Vicky had even written a profile article about John which by now many of you may have read via the CAMS newsletter issued mid July. A really good read. Grab a copy to learn about this well respected individual in Perth.





Many of us were keeping a close eye on the weather as the leading days were very wet and cold. However, on the day we woke with a light spray of rain and fortunately the rain cleared as we left home. As we arrived at the track the surface was still quite wet and cold which we hoped would dry off once we zoomed around the track a few times. So after the practice laps were completed the track looked quite good and good enough for some fast times. We had only four Lotus make it to this day. Kevin Fitzmaurice did some fabulous driving and did a PB of 1:09:5539, Vicky Rowe did a great time of 1:09:7180, followed by Steve Pretzel with 1:10:5600 and then myself with 1:12:7039. A good day was had by all and Kevin took home a small trophy for first in class. Well Done Kevin. Vicky was given the encouragement award for her efforts, good work Vic.

EMR to the Ford Farm

This wasn't one of our usual EMR's. The roads may have been familiar for the most part but the destination was something quite awesome. Departing Guildford we headed through the picturesque Swan Valley, up



through the twisty narrow roads of Brigadoon and O'Brien's Road to pay our respects to Peter Brock, who lost his life on this road, with a stop at his memorial. Onward we pressed for a coffee stop at Chidlow before heading onto our destination, the Bailup Ford Farm. Now this is a private collection of Ford vehicles all collected over many years. The collection ranges from a Model T Ford through the ages to the more recent models and most of these were of limited models or GT or of some other noteworthiness. Now the owner being very big in the wrecking game in Perth, obviously would be in the know for buying such cars, sourcing



replacement parts and in some cases resurrecting some from the grave. Even though the it was the Ford Farm, it wasn't just Fords, but there were some special additions of drag cars, Hot Rods, Ferrari, old fuel pumps, signs, oil tins and then there was the Dentist Truck. A most enjoyable day was had by all who attended.

The BIG LOTUS PARTY

3 Days of playing with your car

12 - 13 - 14 August

Celebrating 60 years of the Lotus Elite & Lotus Seven, 50 years of the Elan Plus 2, type 12, 49 & 51 (Formula Ford)

Saturday 12th:
SCCA Sprint meeting at Sydney Motor Sport Park

Saturday evening:
60th anniversary celebration dinner at the Alpha Hotel Eastern Creek - $65 per head

Sunday 13th: **Annual Concours d'Elegance** at Shannons Classic at Sydney Motor Sport Park

Monday 14th: **All Lotus Day** at Wakefield Park conducted by Simply Sports Cars.



Lotus Only Track Day to conclude the Diamond Jubilee weekend. Wakefield Park Monday 14th August

some spaces still left for this memorable day but be quick!

Simply Sports Cars have opened registration for their August Lotus Only Track Day om the 14th August 2017. The event will be held at Wakefield Park on Monday the 14th of August, coinciding with the last day of the Lotus Diamond Jubilee celebrations

Registrations are available on the Simply Sports Cars website, The goal is to fill Wakefield with Lotus cars of every speed, shape and size and put on a fun day at the track for all. Part of the Diamond Jubilee celebrations 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.

For the All Lotus Day bookings can be made here: http://www.simplysportscars.com/shop/1010-lotus-only-track-day And to see how it all works: http://www.simplysportscars.com/en/blog/a-lotus-only-track-day-explained

Image thanks to Paul D'Ambra



The big weekend is coming up very soon and it will be a great Lotus Party.

The big weekend is coming up on the 12th, 13th and 14th August and it will be a great Lotus Party.
With a focus on the 60th celebration of the Lotus Elite, it has grown into a three day event with something for everybody. As a feature of the Shannons CMC day at Sydney Motor Sport Park, it includes the CSCA sprint meeting on Saturday, a big celebration dinner on Saturday night and the mass assembly on Sunday with organised laps around the circuit and a BBQ lunch. And Monday has the special All Lotus Day at Wakefield Park conducted by Simply Sports Cars for those that cannot get enough track time.
Almost 2000 cars turn out for the Shannons CMC display day on Sunday and we have been allocated the largest area at the circuit with our own pits, huge garage and dummy grid. As it is also the 60th anniversary of the Lotus Seven, 50th of the Elan Plus 2, Lotus 49 F1 car and Formula Ford Type 51 there is lots to celebrate. We have space for 100 cars and expect to see a large array of Lotus vehicles. Simply Sports Cars will be there in support.
Attendees are coming from most states in Australia, New Zealand and the United States. Over 60 people are already booked in to the hotel and the Saturday night commemorative dinner is expected to be booked to the limit.
Those wanting to participate in the Sprint Meeting on Saturday 12th need to contact Mike Basquil on (02) 9533 2140 or mbasquil@clublotus.com.au.
For the All Lotus Day bookings can be made here: http://www.simplysportscars.com/shop/1010-lotus-only-track-day And to see how it all works: http://www.simplysportscars.com/en/blog/a-lotus-only-track-day-explained
If you wish to stay at the Alpha Hotel Eastern Creek opposite the circuit with all the others, contact Brian Caldersmith on 02 9449 1740 or preferably briantc@bigpond.com to confirm your booking.

Bookings for the dinner are now closed.

If you would like to bring your car to the **CMC/Shannons All British day on Sunday the 13th** and the annual CLA concourse, the club has purchased a number of tickets which are free to members. Email Evan Jones with your **car rego, model and year and the number of people accompanying you** and he will post out the ticket to you. But be quick !! evanj@optusnet.com.au,

Commemorative shirts are available but if you haven't ordered one by now, forget it!

Lotus Elite Diamond Jubilee

August 12 13 14, 2017

The commemorative shirts are now manufactured and if you ordered one you should have received .
And don't forget that the 13th is the annual Concours d'Elegance, so get it sparkling clean. Especially as we have been given special permission on our circuit laps to pause and form up on the main grid for a photo opportunity. Should be the biggest group Lotus photo for some time.

Access to the event on Sunday

A car pass is required for access to Sydney Motor Sport Park on Sunday and it looks like this. These are normally on the windscreen of each car that arrives in the morning and allows all the occupants entry to the event.
Club Lotus Australia has paid for those tickets and Brian will be handing them out at the dinner on Saturday evening to **all the Elite owners**. If your car is already inside the circuit (having arrived on Saturday afternoon) and you are walking back in from the hotel, hang on to the pass - you will need it for access on Sunday morning. Otherwise you will have to pay for entry.



If however, you are driving your Elite to the circuit on Sunday morning you will need to stick the pass on to the top right hand corner on the inside of the front windscreen.
If you are bringing a different model Lotus you need to contact Evan Jones on evanj@optusnet.com.au for your sticker.
The map shows access points, trailer parking, the hotel and where "Lotus land" is based at the circuit.

It's getting close,



LOTUS ELITE Diamond Jubilee

Celebration Dinner 12th August 2017

Entrée

Sautéed prawns with garlic, cauliflower puree, pine nuts and micro herb salad

Satay chicken skewers

Main Course

Roasted barramundi fillet on saffron mash with wilted spinach, mango and avocado salsa

Herb crusted lamb loin with dauphinoise potato, ratatouille and rosemary jus

Dessert

Individual chocolate lava cake with vanilla bean ice cream

Individual pavlova with fresh fruit, cream and passionfruit syrup



And remember that it is also the 60th anniversary of the Seven, The 50th of the Type 51, Elan Plus 2, Type 12 and Type 49









Fun day at the skid pan track

From David Leaney

The ACT CLA members recently had an invitation to join in with the ACT BMW Car Club for a driver training session at the skid pan at the Sutton Road Driver Training centre in Queanbeyan (https://www.suttonroad.com.au/index.php/sutton-skidpan). There have been growing links between the clubs, and the atmosphere was welcoming, competitive, and fun.



For those who haven't driven on a skid pan, it is quite an unusual experience. The track has polished wet concrete on the inner circuit (extremely slippery), with an outer circuit of grippy corrugated concrete. The aim is to learn how to drive across the different surfaces, and cope with the inevitable oversteer and spins.





At the end of the half-day session, you end up as a safer driver with new or improved skills, with a very dirty car that needs an hour of washing ☺.





Photos courtesy of www.DriveGHT.com.au

All surviving Lotus 49 grand prix cars were gathered together at the 2017 Autosport International earlier this year

All surviving Lotus 49 grand prix cars were gathered together at the 2017 Autosport International earlier this year – the first time they had convened in history. Marking 50 years since the groundbreaking racer made its winning debut at Zandvoort.

The formula 1 first took to the track in 1967, when it won on its debut in Zandvoort with Jim Clark at the wheel. Designed by Colin Chapman and Maurice Philippe, the 49 holds the record of making the biggest performance stride forward compared to its predecessor of any car to compete in F1.



Jim Clark at the 1967 British GP

Its groundbreaking design centre around turning the engine into a stressed structural component, with it bolted directly to the monocoque and the suspension and gearbox attached to the rear of the engine. This basic layout is still employed today.



Graham Hill, Monaco 1969

The engine itself was a Ford Cosworth DFV 3.0-litre V8 that produced around 415bhp. The car weighed just 501kg, giving a power-to-weight ratio of 828bhp per ton. By way of comparison the McLaren P1 produces 584bhp per ton.
Along with Clark, the Lotus 49 was also driven by Graham Hill, Jo Siffert, Jackie Oliver, Mario Andretti, Jochen Rindt, Richard Attwood, John Miles and Emerson Fittipaldi before it retired in 1970.

The car secured two driver's championships, two constructor's championships and 12 wins from 42 races. It is now remembered as one of Formula 1's most significant racing cars.



Goodwood pays tribute to Ecclestone with the 5 ages of Ecclestone sculpture by Gerry Judah



A Lotus Type 72 in Gold Leaf livery also featured on the Gerry Judah centrepiece sculpture, which for this year was themed to honour the lifetime achievements of Bernie Ecclestone.

The central sculpture at this year's Goodwood Festival of Speed celebrates the life and career of long-time Formula 1 boss Bernie Ecclestone – the first time the giant display has been dedicated to an individual. The Central Feature at the event is traditionally dedicated to a manufacturer celebrating a milestone anniversary. But the display for this year's event, held between the 29 June to 2 July, will honour Ecclestone by displaying five cars representing the five 'ages' of his career.

Ecclestone was ousted from his role as F1 boss by Liberty Media, the sport's new owners, ahead of this season. He retains an honorary role as chairman emeritus.



Ecclestone raced in single-seaters in the early 1950s, usually in 500cc Coopers. In 1958 he attempted to qualify for the Monaco Grand Prix, driving a Connaught



After retiring from racing, Ecclestone guided the career of a number of drivers including Jochen Rindt, whose 1970 title-winning Lotus 72 is featured

"This is not so much a tribute, but rather a Goodwood celebration of a racer who has had such a huge influence on the sport that we all love," said Festival founder Lord March. "Now that Bernie has stepped aside from running F1, he has agreed to spend the weekend at the Festival with many of the great names with whom he has worked with during a life dedicated to racing.

"It's his first visit to the Festival and he will bring with him some great historic Grand Prix cars from his incredible collection."

The sculpture will again be designed by Gerry Judah and is entitled "The five 'ages' of Ecclestone" WOW!!



Ecclestone took control of the Brabham team in 1971 from Ron Tauranac. The team claimed two world titles during his tenure. The display includes the Brabham BT49 Nelson Piquet used to clinch the 1981 crown

New Lotus Driving Academy opens at Hethel

Drivers seeking the opportunity to experience the latest Lotus sports cars at the famed manufacturer's facility in Norfolk, will now have the chance, with the opening of the new Lotus Driving Academy in August 2017.

From as little as £119 for the entry level experience, right through to the intensive 'Gold' course at £899, the Lotus Driving Academy offers a range of experiences suitable for anyone looking for a more involving and informative track session that will enhance and hone their driving skills.

Jean-Marc Gales, Chief Executive Officer of Group Lotus plc, said, "Lotus Driving Academies around the world are hugely popular, giving hundreds of people the opportunity to enjoy the pure driving experience of a Lotus sports car in a high octane environment. This popularity has meant that we already have official Lotus Driving Academies in Malaysia, the USA and France and now a new one at Hethel, the home of Lotus. Only with the Lotus Driving Academy will you get an unbeatable experience on a challenging track in some of the best giant slaying sports cars you can drive."

Unbeatable driving courses from entry level through to the coveted Lotus Licence



Held at the home of Lotus using the latest Exige and Elise sports cars

Courses start from 12 August 2017

The new Lotus Driving Academy at Hethel uses a fleet of the latest Exige Sport 350 and Elise Sport 220 sports cars, with left hand drive versions also available for visitors from outside the UK. The Lotus Driving Academy packages consist of The 'Scare Yourself Sensible' experience, ideally suited as a gift, is £119, whilst the Bronze, Silver and Gold licence days build up to obtaining the coveted Lotus Licence. These challenge even the most ardent serial track day enthusiast, with more driving time learning skills such as power oversteer and heel and toe, a personal evaluation, the option of on-board footage and exclusive merchandise to remind themselves of their day.

All Licence participants receive an in-depth, behind-the-scenes look at the Lotus factory, as well as a tour of the Classic Team Lotus facility where they will see some of the cars from Lotus' prestigious Formula 1 history, before rounding the experience off with a high-speed, on-the-limit 'demonstration lap' with one of the instructors. Guests of participants can also experience the tours and demonstration lap at an extra charge.

"Hethel has an extremely rich heritage and car enthusiasts will revel in the chance to learn new skills in the lat-



est Lotus sports cars on our track where legends such as Jim Clark, Mario Andretti, Nigel Mansell and Ayrton Senna tested some of the most influential and successful F1 cars in history," says Rupert Manwaring, Head of Motorsport, Lotus

Emphasising the technical input rarely found with other circuit driving experiences, the Lotus Driving Academy instructor team includes former F1 driver Martin Donnelly as well as GT and BTCC drivers, ensuring that any driver will learn something new or improve on existing skills from the day.

"Customers will not only learn much more about their driving, but also a good understanding of vehicle dynamics," says Simon Poole, from the Lotus Driving Academy. "That's what makes us different from other experiences; you really are coming to the home of vehicle dynamics to learn via one-on-one coaching from the masters."



ENJOY MAGNIFICENT MOUNTAIN ROADS WITH THE LOTUS TOUR AT TARGA HIGH COUNTRY

Lotus Cars Australia has announced the Lotus Tour at Targa High Country 2017, which will run as part of the 2017 Targa High Country Rally over the 10th to the 12th of November this year. Spaces in the tour are extremely limited, so if you're interested get in touch with Richard at Lotus Cars Australia ASAP!

The Lotus Tour is a non-competitive category within Targa High Country that will see you driving the same route as the competition cars. It's a chance to enjoy the atmosphere of the event and the astonishing winding roads that it takes in. The roads are closed to incoming traffic, and as long as you drive safely within the normal posted speed limits, you're free to enjoy them in a spirited manner.

The tour is based in Mount Buller, and each day starts and finishes atop the mountain. You will travel in a group following a Lotus Tour Leader car and run ahead of the competition field each morning. In the evenings, the group will catch up over a social dinner with other Lotus Tour members as well as the Lotus competitors and crew.

The tour will run for five nights at a cost of $4,500 per car including GST. a 50% deposite is required to secure your space, with the balance payable by the 31st of August, 2017. Entry is limited to just 12 cars and spaces will be secured on a first come, first served basis.

To book, contact Richard at Lotus Cars AustraliaRichard at Lotus Cars Australia to register your interest.

Targa High Country was a highlight of 2016's Lotus calendar, and we're sure it will be again in 2017. Check



out our coverage from last year here to get a feel for the event.

Read on for some further details thanks to Lotus Cars Australia.

WHAT DO YOU NEED?

A road registered Lotus vehicle
A navigator (or co-driver) willing to share the experience
A first aid kit
Reflective triangles
Absorbent material for oils spills (e.g. kitty litter)
A CAMS Level 2 non speed licence for both driver and navigator. Cost is $85 each. Licences are valid for 1 year so can be used at many motorsport related events and track days.
Helmets, special race suits, harness, cages and other equipment usually associated with competition cars are not required. If your car is road worthy and registered, then it is eligible.

WHAT IS INCLUDED?

Event entry fees and levies for 1 car and two people to complete all stages of the event
5 nights twin share accommodation
Vehicle support from Lotus Cars Australia technicians
Lunch each day full day of competition for driver and co-driver
A dedicated Lotus Tour leader and event guide
5 nights dinner package. Selected beverages included in 3 nights. Self purchase on the other 3 nights
Road books for all stages of the event
Competition lanyards and official invitation to compete
Entry to the official welcome party for both driver and co-driver
A set of Targa High Country vinyl door panels and number plates
Finishers medallion for driver and co-driver (on completion of the event)

WHAT ISN'T INCLUDED?

Fuel
Cost of getting to and from Mount Buller
Vehicle transport. Many Owners do drive their vehicle there and back, although vehicle transport can also be arranged

1960's Team Lotus Chief Mechanic Eddie Dennis



Eddie in the red overalls, clearly distraught at the scene of Jochen Rindt's fatal accident

1960's Team Lotus Chief Mechanic Eddie Dennis passed away recently, having endured a long illness. Eddie joined Team Lotus in 1966, becoming Chief Mechanic for the World Championship winning 1972 and 1973 seasons when Emerson Fittipaldi and Ronnie Peterson gave the team the Constructors Championship both years. He left Lotus in 1979 only to re-join the fold when in 1996 he joined Classic Team Lotus and played a vital role in establishing this initiative as the leading specialist in older Team Lotus racing cars.

Whilst highly respected by all of the drivers whose cars he prepares, Emerson Fittipaldi revealed an amusing incident in an interview some years ago.

"When I moved up to Formula 1 in 1970, I soon carved out the same kind of relationship with Lotus boss Colin Chapman - and also with my mechanic, Eddie Dennis. Eddie was a fantastic mechanic and a lovely guy. I won nine grands prix for Lotus, and one world championship (1972), and I couldn't have done it without Eddie and his boys. They worked brilliantly and tirelessly for me, and I will never forget it.

They made very few mistakes, but I want to share with you a funny story about one of the few errors they did make. The 1971 season was not a great one for Lotus, sandwiched as it was between two successful ones, in each of which we won the world championship (with Jochen Rindt in 1970 and with me in 1972).

But at the 1971 British Grand Prix, at Silverstone, we were looking pretty competitive. I had qualified my Lotus 72D in fourth position, behind only Clay Regazzoni's Ferrari 312B2, which had taken the pole, Jackie Stewart's Tyrrell 003 in P2, and Jo Siffert's BRM P160 in P3.

On the warm-up lap, just before the race, I was accelerating up through the gears as usual, and as I changed up from third to fourth I felt the engine revs die on me. I played around for a few hundred metres, changing up and down to try to work out what was going on, and soon I realised what had happened: Eddie and the boys had fitted the fifth-gear cog in the position that the fourth-gear cog should have been fitted in, and vice versa.

There was no time to correct the mistake, of course, and, as a result, in my confusion, I made a poor start, dropping to 11th place on lap one. But soon I managed to work around the problem, moving the gear lever to what should have been the fifth-gear position when looking for fourth, and likewise moving the gearlever to what should have been the fourth-gear position when looking for fifth.



It felt weird at first, but after a while I got the hang of it and soon I actually began to enjoy myself. In the end I managed to work my way back up to third place at flag-fall - one of the hardest podiums I have ever earned!

AN OPPORTUNITY TO DRIVE YOUR LOTUS AT MOUNT PANORAMA

Simply Sports Cars, in association with Challenge Bathurst, are offering 12 entrants an awesome opportunity to unleash their Lotus around Mount Panorama this November 16th & 17th.

The team will be participating in November's Challenge Bathurst, which offers two days of track time on the iconic circuit. Simply Sports Cars will provide support and will be bringing along four-time Bathurst 12-Hour class winner Mark O'Connor to act as a guide.

The cost for the event is $3,299 including GST, and entry includes:

Entry to the 2017 Challenge Bathurst Sprint Group (a vehicle can be shared by two drivers)
Two days of track time including 8 20-minute sprint sessions
1 familiarization run
1 practice
6 timed sprints with Mylaps timing
Simply Sports Cars support for both days, which includes a mechanics and engineers team, as well as access to the wealth of knowledge that the team has gained from winning multiple Mount Panorama racing events
A dedicated Lotus pit garage
Lotus Pit Suite
Gourmet lunch for both days
Comfortable 40-car grid

If you're interested in this opportunity to drive your Lotus on one of the world's greatest race circuits, simply go to the Simply Sports Cars website



Mark O'Connor in the 2015 Bathurst 12-Hour, thanks to Martin Duursma

ANSWER TO LAST MONTHS "NOW WHO SAID THAT?"



Well all the clues really gave it away. Anne Blackwood just pipped Gos Cory with the answer of Elio de Angelis.

Elio (26 March 1958 – 15 May 1986) raced in Formula One between 1979 and 1986, firstly for the Shadow, then Lotus and Brabham teams. De Angelis was a competitive and highly popular presence in Formula One during the 1980s, and is sometimes referred to as Formula One's "last gentleman player". De Angelis' performance with Shadow was spotted by Colin Chapman, who hired him to partner Mario Andretti in 1980. At the age of 21, de Angelis nearly became the youngest Grand Prix winner of all time when he finished second at the Brazilian Grand Prix, run at the Interlagos circuit.

His first victory came in the 1982 Austrian Grand Prix at the Österreichring, 0.05 seconds ahead of the Williams of Keke Rosberg. The win was the last hailed by Colin Chapman's act of throwing his cloth cap into the air. Chapman died later that year.



Watch for it, the cap's about to go into the air!

During tests at the Paul Ricard circuit in France, the rear wing of de Angelis' Brabham BT55 detached at high speed resulting in the car losing downforce on the rear wheels, which instigated a cartwheel over a sidetrack barrier, causing the car to catch fire. The impact itself did not kill de Angelis but he was unable to extract himself from the car unassisted. The situation was exacerbated by the lack of track marshals on the circuit. A 30-minute delay ensued before a helicopter arrived and de Angelis died 29 hours later at the hospital in Marseille



Elio with Nigel

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, , "You know I've got one of those wonderful ideas...women should be dressed in white like all the other domestic appliances,""

Winner announced next month

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

July 2017 Tyre Kick and Coffee at Gough Whitlam Park Tempe

Thanks to Rob Costa for these beaut photos









the hsrca's SPRING FESTIVAL



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CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
August	Saturday, 12 August 2017	MOCA CSCA Round 5	8.00am	SMP Brabham
	Saturday, 12 August 2017	.otus Elite Diamond Jubilee dinne	6.00pm	Alpha Hotel Eastern Creek
	Sunday, 13 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Monday, 14 August 2017	Wakefield Park Lotus only track day	7.00am	Wakefield Park
	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				
	Sunday, 10 September 2017	Beyond Blue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
	Wednesday, 20 September 2017	CLA Annual General Meeting	6.00pm	Shannons Frederick St Artatmon
	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
December				
	Sunday, 3 December 2017	CLA Christmas Party	11.00am	TBA

A Brabham BT2 prototype has been stolen from the Kapiti Coast, Paraparaumu Beach, north of Wellington in New Zealand and the owners are seeking urgent help from the Historic community for any information on its whereabouts. The car was stolen over the weekend of the 22nd & 23rd of July in the owner's converted caravan.

Any information, sightings or help would be hugely appreciated. Please get in touch with Seth Reinhardt via seth@hsrca.com. Please also pass this request on to friends and family in the historic racing community to help return this car home.





CLA WA 2017 Diary

Month	Day Date	Event	Time	Location
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

OK its nothing to do with Lotus but the picture is too good to be true. The driver survived with only minor bruising. When the Yorkshire Police officers asked him what sort of car he 'had' he replied, "It was a Ferrari, I've only just got it, picked it up an hour ago".

The 430 Scuderia was reduced to nothing more than a twisted hulk of metal, although the muffler looks OK!. A new 430 is priced at around $200,000. The driver lost traction on a wet road!



CLUB LOTUS AUSTRALIA

Annual General Meeting Committee Nomination Form

At this meeting your **New Committee** will be elected, which means all positions will be declared vacant.
If you would like to nominate a member for the Committee please fill in this form and return it to the elections officer before the commencement of the meeting.

I would like to nominate.....
For the position of :

President
Vice President
Secretary
Treasurer
Editor
Competition Secretary (and CAMS Delegate)
Social Secretary
Meetings coordinator
Points Score
Club Shop
Public Officer and Club plates
CMC Delegate
General Committee member

Nominated by.....CLA Membership Number.....)

Seconded by.....CLA Membership Number.....)

Agreed to by nominee.....CLA Membership Number.....)

The Lost Fraternity visit Caves Beach

Sunday the 9th of July saw the LOST Fraternity getting together for their favourite run to Caves Beach Hotel for a catch up and a coffee. Photographer and LOST Fraternity shepherd Jack McLaughlin has kindly sent through some photos from the run, which you can enjoy below!



A dozen Lotus owners, along with a few similar thoroughbreds, met in Belmont by the lake, before enjoying a run up to to the beautiful spot on Caves Beach to enjoy good company and a few coffees. Enjoy the photos below, thanks to Jack McLaughlin





For Sale

2005 Lotus Exige 117B Coupe 2dr Man 6sp 1.8i [MY04]

Lotus Exige 2005 build, 2006 delivered NA upspeced to S.

GPS measured top speed of 237.3 km/h and 0 – 100 in 4.2 secs, you will leave almost every other car behind. Surprisingly comfortable, this is the ultimate touring car. Attached is the dyno sheet from 17/3/2017 by Simply Sports Cars, the best Lotus dealership in Australia. it is producing 212.2BHP at 8,000RPM. That is more than when it came out of the factory over 10 years ago. Although the list of upgrades would suit a race car, this Exige has never ever been tracked and never had an accident. Almost all the engine & drivetrain parts are Toyota parts so inexpensive to replace. There are very minor chips and scratches but no show stoppers. Having said that, this Exige has been taken care of and is in very good condition. She comes with as many extras, costing over $30K in total:- - Touring pack (air con, electric windows, mats, cargo net. - Triple Pass Radiator (has never been over 92c, and that's in Darwin) - BWR Supercharger, smaller pulley, re-flashed ECU - Hurricane cold air induction - Quick rack steering - MFactory TRS-05MRS Helical LSD - LETSLA short throw gear shift - Sector111 gPan3 Baffled Alloy Sump Pan (New design) - Sparco Fireater Fire Extinguisher - New camshafts (original ones were from a bad batch of Chinese ones made in 2005-2006) - 60 Litre Endurance Fuel Tank, designed by Lo-





For Sale



tus for Le Mans - Elise Parts (EP) Exige VVTI Sports Cat & stainless steel exhaust providing a great sound, pops and crackles - Elise/Exige VVTI Supercharger Manifold - HID high and low beam headlight upgrades - EBC Red Stuff Brake Pads (less than 2,000 km old) - Yokohama AD08 rears (90%) and AD48 LOT front (80%) tyres - Aussie clam hinge fitted to rear of car allowing it to be opened for maintenance - Dark window tinting - Pioneer tuner with USB input to suit iPhone etc. - Brushed aluminium wiper/ indicator stalks - Quantum coil over adjustable shocks all round - Carbon fibre side sills and shifter tunnel - Ballasted LED rear lights (keeps original look but super bright when on) - Reversing Camera - Original owner's manual - Two sets of keys with remote locking - Original hard top and EP short soft top - SSC Rear Panel Eliminator Kit - Anti-Rattle Door Striker Pins - Lotus Badged Oil Filler cap The only other upgrades not done but would both look good and be useful are a Radium Coolant Expansion Tanks and a small race battery. I don't believe there would be any significant gains from increasing the fuel pressure and injector sizes, but you could if you are mad enough! Here's the deal:- - I will pay for your return flights to Darwin if you purchase the vehicle. - Once purchased, I will contribute 50% of the cat carrier cost to your place. - The price is negotiable but please, let's be realistic. Do your homework, do the math, add the upgrades together then add freight and labour. - Test drive only after I have proof that you have the funds or approved loan to buy the car. I am only selling because I have just left paid employment to grow two businesses into bigger ones, so not in hurry, just the logical thing to do.

$58,8880

Pat Imbert 0429 612 611 pfmimbert@gmail.com

WANTED

Lotus Seven Wanted, prefer project car or car needing TLC Prefer S2 or S3

Regards

Graeme White

0425208775

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!

CAR BOOKS FOR SALE

The LOTUS ELAN & EUROPA A Collector's Guide by John Bolster

Autobooks Special Workshop Manual LOTUS ELAN & Plus 2 (1962/74)

LOTUS ELAN The Complete Story by Mike Taylor

LOTUS ELAN Super Profile by Graham Arnold

Autosport File LOTUS 1976-1987

LOTUS TWIN-CAM ENGINE A comprehensive guide to the design, development, restoration and maintenance of the Lotus-Ford twin-cam engine

BY MILES WILKINS (Hard Cover copy in as new condition)

WEBER CARBURETTORS Owners Workshop Manual to 1979 By Haynes & Legg

THE DEVIL BEHIND THEM By John Bentley – Nine Dedicated Drivers Who Made Racing History – Shaw, Varzi, Moss, Nuvolari, Ascari, Seaman, Sommer, Caracciola & Fangio.

Please contact Geoff HALL geoffxhall@optusnet.com.au or phone (02) 94494720 to make an offer.