December2015

Chunky's Chatter



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



Inside this issue

- Last round of the Combined Sports car association and CLA is again victorious for 2105
- Day trip from Canberra and NSW & SA Christmas parties
- Richard Parramint sends his thanks and farewells
- Ashton's Lotus Eleven restoration continues

Club Lotus Australia
December 2015

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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo. Special Guest al Lotus 2105, Richard Parramint in the Elan he drove to the Barossa

NSW General meetings are normally held on the 2nd Tuesday of each month. This months meeting is the Annual Christmas party on 6th December at Bombini's at Avoca. Midday start.

CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact: John Barrass iancelot@internode.on.net

CLA WA Contact: Eddie Lankhorst 0414 431 589, elankhorst@optusnet.com.au or viked@optusnet.com.au

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

Lotus Club Queensland meets on the 2nd Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

Club Lotus Australia Committee

President: Ashton Roskill 0408 202 208, president@clublotus.com.au

Vice-President: Anne Blackwood 0413 22 11 23 , anne_blackwood@hotmail.com

Treasurer : Kristine Bennett 0414 781 524,

treasurer@clublotus.com.au

Secretary : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Keith Edwards 0417286976 keithedwards@clublotus.com.au, **Rob Costa** (02) 9597 1470, robert@southhouse.com.au **James Chan**.

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

Webmaster: Seth Reinhart

Public Officer & Club Plates: Maurice Blackwood 0417 218 462 , mozzieb@ispdr.net.au

CMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES2@transport.nsw.gov.au , 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@clublotus.com.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au **Sevens & Sedans:**

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

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

Presidents prattle
With Ashton Roskill



Happy Christmas one and all! As the last ramblings of the year, it is of course my opportunity to wish you all a wonderful Christmas, and a Happy and prosperous New Year; I'd also like to thank the Editors of this publication, Peter Hill and Peter Murray, for all the hard work that goes into such a work; as many of you know, CLA has made the decision to focus our efforts in other areas of media publication, but I sincerely hope this will not mean a diminishing of the interstate relationships which have been building strongly, particularly over the last few years, and events such as the recent Lotus 2015 Nationals in the Barossa, and this weekend's LOTD at Winton continue to provide ample evidence that the friendships our cars engender brook state, national and (in many cases) international boundaries. And long may that continue to be the case.

This is also my only chance to thank the CLA Committee for their continued and unwavering support - without their massive heavy lifting, none of the events would happen (Mike B, James, Keith, Elliott), monthly communications would fall over (Elliott), Chunky's Chuckles wouldn't happen (Tom), none of the bills would be paid (Kris), none of your Historic plates would be issued (Maurice), the trophies wouldn't be awarded (Mike D), I wouldn't have my President of Vice (Anne), there would be no communications with the CMC, ARDC etc. (Evan), and finally we wouldn't have the superb website and social media presence we have (many thanks to Seth!) and life would not be as we know it! So my very grateful thanks go out to all the Committee, as ever.

I am writing this from Bangkok, and on the plane here was reading the quarterly Club Lotus (UK) magazine, and also the Historic Lotus Register magazine, and both made me realise what an amazing breadth of individuals go to make up the community of which we are a small (but some would argue noisy!) outpost. Interestingly, we are also obviously regarded as important enough too to have voice, since we come up for mention more than once in both (and thanks are due to Mike Bennett for his article in the HLR magazine about his fantastic Lotus 12).

As we career headlong to the year end, it would be remiss of me not to thank all of you, our members, for your input, involvement and, at least from my perspective, enjoyment of the events of 2015, and I hope we can continue the theme into 2016.

Before then, however, I look forward enormously to the two year end events - the first being our annual Christmas Parties, which this year are taking place simultaneously in NSW, SA and WA on the same day - Sunday December 6th - if you haven't booked in, better get your skates on! For the NSW Christmas Party at Bombini's, there will be a run heading off from the carpark of the MacDonalds in Thornleigh at 10.00am, in time to get us to Bombini's for 12ish - I look forward to seeing all those booked for lunch there, and if anyone else wants to join the drive, please feel free to come along - the more the merrier!

And the second December event is the Simply Sports Cars Coffee and Tyre Kick on Saturday 19th December - this replaces the normal "third Sunday of the month at Gough Whitlam Park" event, and will, of course, be taking place at the SSC showrooms in Hotham Parade, Artarmon. Lee and the team, and the CLA Committee would jointly love to see as many as can make it for coffee, pastries and a good chat!

Other than that, all that is left to say is a HUGE thank you for your company, kind support in so many ways, and above all, your appreciation of our friendships and cars.

May I wish you and your families a very special and enjoyable Christmas, and I look forward to catching up in the New Year if not before.

In the meantime, keep safe, upright and on the black stuff,

Pip pip

Ashton

Vale Maurice Blackwood

Almost forty years ago, Spencer Bates, who was house-bound with the flu, gave me very specific instructions prior to my departing to the Blue Mountains with a gang of other unruly CLA members. There was a young couple who had just joined the club, he told me, and I was to meet them in the main bar of the Carrington Hotel, in Katoomba. They would be next to the piano at 8.00pm sharp. He went on to explain that she was the sister of Doug & Alex Macarthur (famous in Lotus racing circles) and he was an up and coming Metallurgist. Well, of course I was there, and of course they were late!

Anne and Maurice have been friends since that day and I simply cannot believe that Maurice is gone.

I fondly recall their house in Marrickville and the fabulous job they did returning it to its Federation bungalow originality. We all had the seat hanging out of our pants back then and I remember Maurice proudly displaying a rather new Kitchen oven he had found outside someone's house during a council clean-up. He took it apart and rebuilt it bit by bit and finally proudly installed it in their new kitchen. The garage out the back where he rebuilt his Seven whilst also housing their Elan was a constant hive of activity every weekend with friends and acquaintances dropping by for a chat or to help with the odd bit of aluminium fitting, 'wheel alignment by string' or manning the engine hoist.

When I bought my Lotus 20 (well it was actually 12 boxes of bits) it was Maurice who came around and even though both of us knew diddly-squat about open wheelers, helped me identify the bits as we laid them out on the garage floor where we thought they ought to be. In fact he would help me through the complete construction process even to the day it first turned a wheel under its own power at Oran Park.



Maurice looking a little festive, Australia day 2013

When he and Anne moved to Douglas Park and me overseas we lost the one on one friendship but kept in touch with letters and the occasional phone call. And that was another thing, when Maurice answered your phone call it was like he was pulling up a chair to sit beside you for a chat, so friendly and welcoming was his voice



Maurice receiving his RFS National medal last year

His knowledge of metals and fasteners was encyclopaedic and he gave of it freely to anyone who asked. In later years Maurice became very involved the history of the Menangle area and was Chairman of the Menangle Community Association. (You can see him taking the viewers for a video tour of the area at the Menangle Community Website).

Additionally Maurice was the Captain of the local Rural Fire Service and last year receiver the RFS National medal along with the 20 Year Long Service Medal

Maurice, I cannot begin to say how much we will all miss you

Tom

From the Track with Mike Basquil

2015 CSCA November Report



Andrew Challenor class winning Exige

Round 7 of the Series was the final event for the year, it was unfortunate that this event followed the Simply Sports Cars' Day at Winton in Victoria. The SSC days are always well supported and huge fun so our numbers were always going to be down; of course we had a few 'Hume Hwy' warriors that just had to run both days Kudos to you. In my case this was the second weekend running that I had attended events without my plastic toy and I wasn't very happy about my situation, turns out the Italian alarm in my British sports car had finally refused to allow me to play. Naturally the alarm is no longer supported in Australia and after spending hours checking the electrical system and all its components the alarm was nominated as culprit followed by hours research on the web for a solution, I then discovered a Vietnamese man who advised 'problem very bad, but I can fix', all being well all will be sorted in a couple of days and situation normal will return.

CLA turned up for the Supersprint with 10 runners 6 of them driving Lotus in a field of 66 starters at SMP Amaroo not everybody's favorite circuit and thankfully we had reasonable weather considering that the venue offers no shelter from the elements at all. The Event started without any issues mainly due to the low entry numbers and Sprite had ample numbers of staff to make it all happen with a minimum of fuss. The overcast conditions turned into a light shower as the first group mainly populated by CLA runners ventured on track and gave the folks on the fence entertainment all trying to say on a very greasy track, looked like fun as long as you weren't trying to cope with the conditions. The shower passed as quickly as it appeared and the remaining runners dried the surface for Group 1's second run only to have a F2 car leave an oil trail the entire circuit. This was all cleaned up to have Richard Wodhams to have his time at the top 10 on the time sheets having the best of the conditions posting PB after PB, at close of play Richard was 14th outright – well done. All runners got the opportunity for 6 runs or more, there was an unfortunate end to the day with one of our competitors touching the wall on the exit of the old turn 5 happily the driver was OK the car will be repaired



Mark Alexander claiming the fastest marque car of the day

Club Lotus opened the point scoring account with Len Goodwin in the 26R replica in C2 this car continues to be developed Len posting a PB once again, and 10th outright the David fighting the giants. Class D2 had Andrew

Challenor in his Exige winning the class, before a trip to the infield brought an early close to play. Closely followed by the ever improving Richard Wodhams in his Elise. Class D4 was again Mark Alexander at the top of the time sheets and fastest Marque Car on the day. Duncan Andrews was a few tenths back was 2nd in class this double act was joined by Leigh Fuller was in 3rd to allow CLA to take the full compliments of points available for the class in his supercharged Elise. Class 2AM John Ribeiro was our representative and took the class win by 2 seconds in the Toyota 86, from Campbell Smyth in yet another Renault Clio, I'm sure Campbell has an option to buy every cheap Clio on the market. Phil Tout in the Focus was our representative in Class 2BM taking the win in class after chasing a class win all season. Class 3AM had Adrian Weir in his Clio home 3rd in class, I'm pretty sure Adrian will be campaigning a clubman next season.



Duncan Andrews passes the start finish grid

This was the Final round of the Combined Sports Car Association Series for 2015. Many Congratulations to all those that participated especially the Trophy Winners. Mark Alexander was our Champion Driver again in the Exige a well deserved honour. Also we have some new faces in the Classes with Andrew Challenor winning Class D2 in his Exige and Martin Duursma winning D4 in his V6 Exige; Phil Tout in the Focus was the winner in 2BM after a hard fought battle all season. Our other class winners were John Ribeiro in 2AM in the Toyota 86 and David Mackie in R1 in his HPE Exige. It must be noted that in every class we contested we featured in the major placing's.

Once again Club Lotus is the Championship Winning Club.

At present the CSCA delegates are looking at a venue for the 2015 presentation which tentatively will be held on Wednesday 20th January further detail as they become available

2016 Calendar 6th February CLA at Wakefield Park
13th March MG Clubs at SMP North
14th May JDCA at SMP North
25th June AHOC at Wakefield Park
17th July SCCA at SMP Amaroo
13th August MOCA at SMP Gardener
22 & 23rd October TSOA at Wakefield Park

The Australian Supersprint Championships were held over the weekend of the 14 & 15th November at Wakefield Park this event also doubled as the final round of the NSW Supersprint Championship. In the Australian Championship CLA was represented by Mark Alexander, Duncan Andrews, Andrew Challenor and Martin Duursma all in Exige's all coming home with trophies. Andrew is Australian Type 2B champion; Mark Alexander is Australian Type SVC champion with Duncan a close second and Martin returned 4th in Type 2D. HUGE Congratulations to them for doing the Marque and themselves proud. Despite only having three consistent representatives CLA finished 6th in the NSW Supersprint Club Championship.

See you at the Track in 2016,

Mike Basquil

Nota engineering founder Guy Buckingham

passed away in Mid November this year. The following is a tribute from his son Chris

Guy was born in 1921 in England. During the 2nd World War he spent time with the RAF where he was involved with their aeronautical engineering. On leaving Guy utilised those skills in building light weight sports racing cars. In 1952 a team of his cars winning the 6 hour race at Silverstone against the likes of Jaguar, Healey, Aston Martin, etc. In 1955 he came to Australia and set up Nota Engineering using those aircraft skills to build sports and monoposto racing cars. Building these cars from the former Ice Works behind David Jones at Parramatta. From there he and Michael Martin introduced tubular steel space framed car with lightweight aluminium cladding.

Initially they were Clubman format cars but when Guy employed Jack Wiffen a former Rolls Royce craftsman, Nota started to build a number of alloy Streamliner cars which Guy very successfully drove. Along with the KM200 Nota's in the hands of drivers like Spencer Martin. These cars are still being used today in historic racing with drivers such as Bruce Richardson racing them.



The Nota Fang on display at the Powerhouse Museum in Sydney

Another venue Nota's did very well in was with hill climb cars, winning the NSW Hill Climb Championship on a number of occasions with people like Barry Garner and Ralph Sach

Nota then decided Formula Junior racing cars were the way to go and built the first of these in Australia. Initially these were front engined then evolved into mid-engined ones using Renault and Ford componentry. Max Stewart running a mid-engined one very successfully in Tasmania. This car is now being raced In England at Goodwood and other historic events in the hands of Philip Venables son.

Guy lent his hand to other things as well, designing the circuit at Oran Park. He drove round the fields in what he deemed to be a good circuit layout with George Murry following him pegging out the initial design of what was to be Oran Park Racing Circuit. Through the years many racing victories by Nota's were made there. While this was going on Guy had his own a show on Channel 9 discussing automotive design and technology.

Warwick Farm Racing Circuit and its manager Geoff Sykes convinced Nota to make clubman style cars and have their own series with cars like Lotus, Elfin's, Notas etc. rather than run with the likes of MGs and other production sports cars. Nota did very well in Geoff's clubman series, winning the championship seven times through the years.



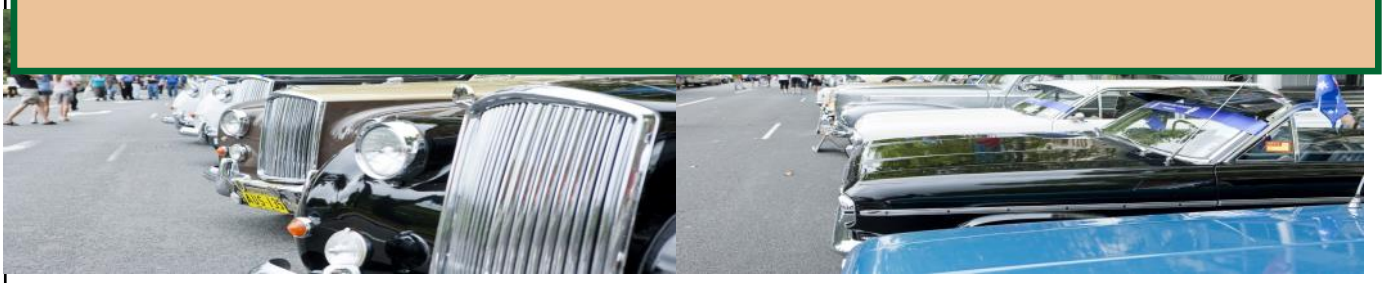
The Nota KM 200

Geoff Sykes asked Guy if they'd make some Formula Vees and Nota made 3 for Warwick Farm and then went on to build 38 in all. Doing very well in the hands of Peter Finlay, Jason Bargwarner, John Smith and many more with lots still being used in historic racing today.

Some of the last cars Guy was involved with were the very pretty Nota Formula IIIs and Formula Fords before he went back to England. Once there he set up Teal engineering producing Formula IIIs clubman's and Hillman Imp-based sports sedans. He then returned to his roots, getting involved with restoration of 2nd World War planes. Which till very recently he was still doing. Nota is still making cars today in the hands of his son Chris Buckingham.



CARnivale 2016 Moves to Parramatta Australia day January 26th.



To display your veteran, vintage or classic vehicle, it must be over 30 years old and built *before* 31 December 1985 or be an identical model run-on. The closing date for all entries is **Friday 13 November 2015** or earlier if the total allocation of space has been filled.

If your registration is accepted you will receive a letter confirming arrival times and further details on the event in mid-December. To register go to www.australiaday.com.au/get- involved/CARnivale/

ACT celebrates fantastic Spring weather with a day trip to the Celestino café and then to the Lark Hill Winery



The Canberra Lotus team enjoyed a lovely sunny spring day at the Celestino Café in Fyshwick, followed by a leisurely drive out the Lake George winery district to sample some of the wines of Lark Hill winery. Talk about a wide variety of Lotii. We had:

1 x Turbo Esprit (S3)

1 x Europa

1 x Exige 4-cylinder SC

1 x Exige 6-cylinder roadster

1 x Elise (S2)

1 x Excel



Trevor's Exige roadster looks very modern (it even has a reversing camera), but there was lots of interest in the Europa, which is really a one-of-a-kind car. It's a very innovative use of an inertia reel seat belt to control the engine cover.

We also had the opportunity to say a temporary farewell to Winno, as he's off to England for a year. Maybe the Lotus 2015 trophy needs to be shown to the Lotus people there?





2015 CLA Christmas Party

Bombini's at Avoca

A HUGE thank you to everyone who joined the fun at the NSW CLA Christmas Party last Sunday (6th December)



Held this year at Bombini's near Avoca, the weather gods shone on us, we had no reliability issues or failures to proceed, and the team at Bombini's did a superb job of serving up a glorious feast for 80 hungry mouths.

On top of that, we managed to squeeze a quart into a pint pot, and got all the cars neatly parked up together for a few photos, which Seth has kindly shared for us. All in all, a thoroughly enjoyable day - thank you for being part of it.

Ashton





Formula 1 News

The penultimate round from Brazil

At the end of the penultimate round of the 2015 championship, Nico Rosberg had a very straightforward explanation as to why he had beaten his team mate for the second weekend in a row. "I had the pace advantage over Lewis today," said Rosberg, "so of course he's not going to come by me because in the end of the race I was six seconds in front." That however is not how Lewis saw it "Contrary to what Nico was saying there was one point where I was all over him but I just couldn't get by, I just couldn't get close enough in that last second and I did have the fastest lap, so I obviously had the pace today." Hamilton was not happy with his team's strategy for the race and said so "Of course I was looking for whatever other opportunities there may be because on the track it was not looking great," said the runner-up, who during the race had implored his team to come up with some way of getting his car into clear air. At the first turn Rosberg held Hamilton wide on the entry to the corner before sweeping off into the lead.



Brazil did a 50/50 with Grid boys and girls, although why she is wearing swimming goggles remains a mystery!



Rosberg and Hamilton had at often times a very close race

In practice Vettel looked a real danger to the Mercedes team and as a result they took the Ferrari threat seriously. On race day, as usual, the lead Mercedes was first to pit: Rosberg came in on lap 13 and was stationary for 4.4 seconds, the team having to hold him in as Sebastian Vettel came past. Hamilton pitted on the next lap but wasn't able to take full advantage, his Mercedes pulling away slightly slowly, losing 3.6 seconds. After that Hamilton began to pay his team mate some serious attention. From laps 17 to 24 Hamilton was faster than Rosberg and the gap between them shrunk to less than

half a second at one point. He began lobbying his team on the radio to switch from a two-stop strategy to three. "Impossible to overtake," he said. "Can you get me on a different strategy?" Race engineer Peter Bonnington was doubtful. "I think converting to Plan B would be a bad idea," he replied. "That would drop us behind both Ferraris, they're still doing 16.6s."



A new engine did little to help 'our Danny!'

Those calculations changed when Sebastian Vettel, who was only six seconds behind Hamilton, made an early seconds pit stops. Team chief Maurizio Arrivabene said this was a "purely strategic" move to put pressure on Mercedes. Ferrari had nothing to fear from the cars behind them.

Back down the field, Daniel Ricciardo had little to show for his weekend, running a new engine he had to take a ten-place grid penalty for the privilege of using it even if it appeared even less powerful, (leaving him 0.4kph down at the speed trap during qualifying). Making matters worse an early switch to the medium tyres backfired when the team discovered they couldn't two-stop them, leaving him out of the points.

Max Verstappen was at his improvisational best as he made up for his lack of straight-line speed, squeezing past Perez in the second part of the Senna S – the Force India driver wisely not turning in on his rival as Raikkonen had done to Bottas in Mexico. Romain Grosjean also took advantage of Perez's delay to make up another place.

Grosjean went on to demote Verstappen and Massa's penalty gave him eighth, a fair reward for his efforts on a tough weekend for the Lotus driver following the terrorist attack in his home country two days earlier. The other Lotus of Maldonado claimed the last point for tenth.

Brazil also debut a world's first at the race by mixing the traditional 'grid girls' with an equal number of 'grid boys'.F1 drivers including Sebastian Vettel earlier this year admitted their displeasure that the usual grid girls in Monaco had all been replaced by male models. It followed the total banning of grid girls at the fabled Le Mans.

On Wednesday, the new and admittedly "modern" approach taken by organisers of the Brazilian grand prix became clear, when both female and male models rehearsed on the Interlagos grid.

"I'm not for democracy," F1 chief executive Bernie Ecclestone smiled to the local Globo, "but it's good to have both men and women on the grid. "In charge of the innovative approach is Marcelo Peixoto, a member of the local race organisation team, who said the idea was to mirror the modern thinking of "the Brazilian people". "I think it's important that Brazil is also innovating with this change," Peixoto added.

The special guest at Lotus 2015, Richard Parramint and his wife Julie, send their thanks for a wonderful time in Australia

Thank you Lotus Australia.....

As we leave Cairns on our way to Hong Kong and eventually back to the U.K. I would like to thank all the Lotus people Julie and I have had the pleasure to meet along the way. Special thanks must go to our very kind home hosts.....Mike and Gene Bennett, Cris and Meg Johansen, Aston and Caroline Roskill and Clive and Gloria Wade. To be able to visit your wonderful country and have 'personal' guides to help us on our way through Adelaide, Melbourne, Sydney and Brisbane is something that will stay with us forever, or until I lose my mind!! Big, big thank you's to you all for your hospitality. Good laughs and good food a running theme throughout



Richard in Gene's borrowed Elan

A special thanks to Mike for making it all happen. Being a Lotus fanatic, it was an honour to speak about my experiences. Also, to both Mike and Gene for looking after a couple of old Brits who struggled to keep their balance...Julie falling heavily on the first day, and me on the Sunday of Lotus 2015 getting out of the Jacuzzi (honestly no alcoholic drinks were responsible). Thanks also, for the good laughs and funny stories....."You're not the King".....Gene will know what I mean!!! You made sure we experienced a good taste of Australia. Many thanks for trusting me to drive your lovely Elan to the Barossa.

To Cris and Meg in Melbourne, for making us feel welcome so soon after returning home after your trip to Europe. Also, thanks for realising that to me Hertz and Avis are the same company!! Another trusting Lotus owner letting me use the Evora on the Sunday drive, and the Abarth (which might still be for sale if anyone is interested) to investigate Melbourne. Thanks to Cris for the encouragement to move the switch from auto to aperture on my Nikon....all my pictures are blurred now....just joking. To Meg, thank you for showing us that vegetarian food is very tasty.

To Ashton and Caroline, not forgetting Jasper whom I laid on the floor with, as he didn't want to move from his spot near the front door until Ashton or Caroline returned home. To Ashton for getting me addicted to a very bad substance.....the best ice cream in the world (official). For trusting us with a set of house keys to let us come and go as we please. For organising the trip out in Sydney Harbour.....more of that later.....thank you so much.



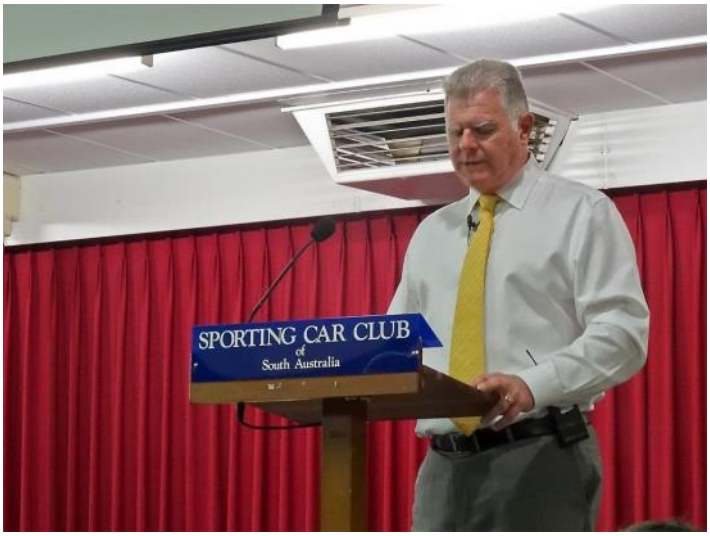
Caroline and Ashton Roskill with Richard and Julie Parramint on Sydney harbour

And last, but certainly not least, to Clive and Gloria in Brisbane. It was amazing that Clive and Gloria offered to host us, as 2 years previously I was particularly rude and abusive to Clive as he was celebrating his 60th birthday at Hethel. Saying that, I tend to be like that with everyone! Thank you both so much for taking the time to spend with us and show us around. It was a pleasure being involved in celebrating Clive's 62nd birthday with a lovely steak cooked

on the BBQ (sorry Meg). Thank you to Gloria for her quick witted quips when I handed her the ammunition to shoot me down as needed. Thanks to Clive for the morning run up the hill in the S1, and sorry if I frightened you on the way down...a very nice car.....thank you both so much.

A big thank you to the committee of Lotus 2015, who kept the faith and put on a stunning event in the Barossa. Thank you all so very much from Julie and me and I really enjoyed sharing my Lotus experiences with you all. Also, the Mrs Chapman DVD.

A special thanks to Lotus Australia and especially Tim Williams who must know my presentations back to front. It was a pleasure to chat and spend time with you. I wish you much success with the Evora 400.



Richard addressing the Sporting Car Club of South Australia

To Rob Brydon and his staff at Simply Sport Cars, thank you for taking the time to host the event and laying on the great pizza's and refreshments. I really hope you get something from the event. A special thanks again to Rob for taking us out on your, 'No Strings Attached', boat around Sydney Harbour which included a lovely seafood and champagne lunch. It was a special treat and will stay with us.....until the next time!!!

Thanks to Lotus Brisbane, especially Rebecca who organised the event. The BBQ was fantastic (sorry Meg) and it was nice to have a chat with the Club Lotus members in a relaxed atmosphere. I was certainly surprised by the size of the dealership and the many great marques you have to sell.

It just wouldn't be right not to mention the flies at the track in Malala....so I'm not going to!!

And finally.....

Best wishes to all my new Lotus friends across Australia, some of you have been involved with Lotus longer than me, and I admire that. Lotus in the past has not always been an easy company to deal with, but I feel with the leadership of DRB Hicom I'm very hopeful that Lotus will have a successful future.

My best wishes and heartfelt thanks, until we meet somewhere in the future....

Richard Parramint.

PS
I promised I would put something together for the Goodwood Tours for 2016. Hopefully, I'll get something together for your next edition.

(Reprinted with the kind permission of Mike Bennett)

CLA president Ashton Roskill continues his torturous restoration of his Lotus Eleven

21 January 2015

Quick update as I've just been up to O&S Restorations to drop off the rear shocks so they can get the drive train aligned.....if it isn't one part, it's another they need - soon they'll have the whole car up there.

Progress is being made - the templates have been cut for the mudguards and other cowls inside of the front clam, the first hole has been cut in the floor (still pains me to write that!), the drive train is being fitted and fettled to try to get it to all line up, and then she'll be down on her wheels again to make sure it's all going to go together....



As noted before, the gearbox bell housing has required a little more cutting to go in (including the oval hole along the bottom so it clears the chassis rail at the back of the engine bay, but hey, what's another hole in the bell housing when there are two already), and the mounting bar across the front of the engine needs re-engineering (for that read re-designing!) to give a few mm more height to ensure the engine and gearbox are flat in the chassis, while still being canted over at 10 degrees to the nearside in order to allow the bonnet to close without a power bulge!



They have taken the scuttle off, so now I can get to the fuel pump, regulator and starter relay and find out if they work....need to go back with some spanners and remove them so I'll take the dashboard off at the same time so I can get that recovered, and also get all the gauges tested (and replaced where they are not the right ones); while in there I'll help myself to the handbrake lever, as it needs a wire brush and fresh coat of black paint....



1st March 2015

The car now has a bonnet that attaches to the chassis (the front hinge mechanism has been fabricated and installed) and work is underway now to form up the cowl from the front clam to the radiator, and then the one from the radiator to the hole in the floor.

Some progress had also been made to get the mudguards fully templated, but the fitting was dependent on getting the bonnet fitted to the chassis, as the mudguards create the precise shape of the sides, so all the shut lines do so (line up that is - well, as much as they can on a car like this!)

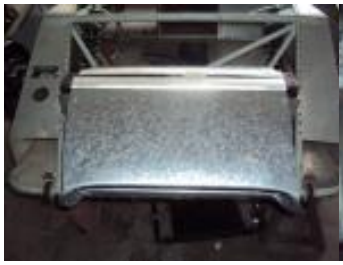
Other than that, the engine is almost ready to progress, in that my very kind courier, Peter (Ross), is bringing the pistons, liners and gaskets back from the UK with him shortly, and the crank and con rods passed their crack testing, and the crank case passed pressure testing, so hopefully that can get underway.

I have to get the bell housing back from O&S and take all the gearbox bits up to Colin Dodds to build up the gearbox, so I am hoping to get that done this month so he can be building that while I am away...

4th March 2015

Yay! My revised approach to managing my very careful but rather disorganised friends at O&S appears to be paying dividends I might have mentioned that I was getting a little frustrated at the lack of progress but sig-

nificant billing that was forthcoming; well last visit we agreed that they had all the measurements, photographs and visits completed, so now we should start to see progress...and we have...





First activity needed was to fit and finish the radiator cowling and associated bits and pieces, so that was last week's plan.
So we now have a radiator cowl ready to be fitted to the bonnet...
Next up is to get all that lot fitted, the holes rolled, and then the mudguards can start to be fitted...at least that's what the plan says this week....

30th March 2015
OK, that success lasted about five minutes - no sooner was I not sitting on their heads with their toes to the fire than progress stopped, but billing continued....
So as of 30 minutes ago (just confirmed by a sighting of the car by The Phantom, on trailer heading for the Blue Mountains!) I have asked Geoff Wheeler, he of Jaguar C and D type fame, to complete the job in a more expedient fashion!
Between the last post and a week ago, nothing, and I mean nothing had progressed, and yet I was charged for 38 hours of work - how feckin' stupid do they think I am? Well, actually the answer is, very, because I paid it, only because otherwise I wouldn't have got my car out of there in one piece.
So please learn from my experience, and under no circumstances allow O&S Sports Car Restorations to humbug you!



South Australia Lotus Christmas Lunch

Story and Photos by Andrew Stevens

Sunday 6th December dawned in Adelaide with a weather forecast of 41 degree C, a total fire ban, and no sign of relief. Just the sort of weather to be inside with the cooler blowing, a cold beer, and an advance copy of the F1 season review DVD.

Or, if you're a Lotus owner, it's the ideal day for a drive in the hills, and the annual SA Lotus Owners Christmas Lunch. This year saw us kick off from our usual monthly run venue, travelling in law abiding convoy on a picturesque drive through Mt Lofty, Ashton, and Marble Hills, then taking in the twists and turns of Corkscrew Rd and Gorge Road. We were headed to Birdwood for morning tea, and then on to Golding Wines outside Lobethal for lunch.



Yellow is the New Black. The field of yellow Elise's and Exige's assemble for the run to Birdwood:



Golding Wines newly refurbished cellar door was host to the 2015 SA Lotus Christmas Lunch

Given the weather forecast, it was an all "Exige" run, with none of the classic Lotus owners risking their cooling systems in the heat. Lee brought her tame Frenchman "Phillippe", and on arrival in Birdwood, whipped across to the museum to show him the wonderful display at the National Motor Museum, while the rest of us got stuck into iced coffees in the café courtyard.

After topping up on caffeine, and with rubber duck in the lead, our conga line of red and yellow Elise's and Exige's, interrupted only by Andrew and Sheana's titanium Europa S, and Chris's black Exige, snaked its way through the hills to Goldings.

We were greeted by the lush greenery of the vines and roses in full bloom. The 44 starters were treated to a refreshment upon arrival, and the place was soon humming. Goldings had wisely placed us in our own area of their recently refurbished stone tasting room, where large fans provided plenty of cooling air. With a continuous supply of delicious pizzas, glasses of wine, coffee and cakes, all dispensed with cheerful flair by the staff at Goldings, there was plenty to go around. The conversation flowed and promises of participation in 2016 were extracted.



Inside Golding Wines for the SA Lotus Lunch:

It was good to see a couple of the newest CLA members turn up. A couple of people who hadn't been to a Lotus run in years returned, to be reminded just how friendly everyone is at the end of another busy year. And Darren's Elise seems to have been cured of its reluctance to start, so he should have no excuses from here on in.

So that's it for another year in SA. Happy Christmas and safe motoring.

Andrew Stevens



The Lotus contingent glittered against the greenery of the vines:

2016 Formula One Calendar

Round	Grand Prix	Circuit	Date
1	Australian Grand Prix	Melbourne Grand Prix Circuit, Melbourne	20-Mar
2	Bahrain Grand Prix	Bahrain International Circuit, Sakhir	3-Apr
3	Chinese Grand Prix	Shanghai International Circuit, Shanghai	17-Apr
4	Russian Grand Prix	Sochi Autodrom, Sochi	1-May
5	Spanish Grand Prix	ircuit de Barcelona-Catalunya, Barcelona	15-May
6	Monaco Grand Prix	Circuit de Monaco, Monte Carlo	29-May
7	Canadian Grand Prix	Circuit Gilles Villeneuve, Montreal	12-Jun
8	Baku European Grand Prix	Baku City Circuit, Baku[45]	19-Jun
9	Austrian Grand Prix	Red Bull Ring, Spielberg	3-Jul
10	British Grand Prix	Silverstone Circuit, Silverstone	10-Jul
11	Hungarian Grand Prix	Hungaroring, Budapest	24-Jul
12	German Grand Prix	Hockenheimring, Hockenheim[46]	31-Jul
13	Belgian Grand Prix	Circuit de Spa-Francorchamps, Stavelot	28-Aug
14	Italian Grand Prix	Autodromo Nazionale Monza, Monza	4-Sep
15	Singapore Grand Prix	Marina Bay Street Circuit, Singapore	18-Sep
16	Malaysian Grand Prix	epang International Circuit, Kuala Lumpur	2-Oct
17	Japanese Grand Prix	Suzuka International Racing Course, Suzuka[47]	9-Oct
18	United States Grand Prix	Circuit of the Americas, Austin, Texas	23-Oct
19	Mexican Grand Prix	utódromo Hermanos Rodríguez, Mexico City	6-Nov
20	Brazilian Grand Prix	Autódromo José Carlos Pace, São Paulo	13-Nov
21	Abu Dhabi Grand Prix	Yas Marina Circuit, Abu Dhabi	27-Nov

2016 Membership Renewals

As you know, CLA's membership year is 01-Jan to 31-Dec – the calendar year - so renewals for 2016 are getting close. You don't have to do anything now as I will send out reminders to all members due for renewal for 2016 during December.

Our membership subscriptions for 2016 remain unchanged:

Full membership – 1 year – $50

Full membership – 3 years – $100 (now there's a bargain!)

Associate membership – 1 year – $5

Associate membership – 3 years – $15

A few things to consider:

* When you submit your renewal, please complete and send me (e-mail or post) a membership application/ renewal form. I need the renewal to ensure I have all your details correct and up to date and to keep a current record of your latest request to renew your membership. If you just pay the subs to the bank a/c and don't advise me, I may NOT pick it up and you may unwittingly fall into the "excommunicated" category. You can download the form from the club website or e-mail me and I will send you a copy (.pdf).

* You can pay by EFT (details on the renewal form), cheque (post in with your renewal form) or credit card (complete details on the renewal form and send form to me).

* For Associate members who are under your full-time membership, their membership must be renewed and paid for at the same time and for the same renewal period as the sponsoring full member. Please make sure you include any Associates on your renewal form as otherwise they will almost certainly fall into the "excommunicated" vacuum.

For those not familiar with Associate membership it is intended for other members of the same "household" – e.g. partners, offspring, siblings, really good friends at your place – who will receive club communications primarily through the sponsoring full member or the club website. Other than this, Associates enjoy all the benefits of full membership as far as CAMS licensing and insurance, club activities and functions, voting at the AGM/etc. go. Also, a full member can sponsor multiple Associate memberships (e.g. multiple members of your family) – they just have to be nominated (and paid for) via the same application form as the full member.

Finally, sometimes members do not want to renew their membership. If that is the case, I do appreciate you letting me know (e.g. by e-mail) – it means I can keep accurate records (we are an incorporated Public entity and are obliged to do so) and also, I won't go on harassing you for several months with reminder notices.

If you have any questions about membership or renewals, just drop me a request at enicholls@clublotus.com.au

All the best,

Elliott (Nicholls)

Secretary, Club Lotus Australia

NSW & WA CLA DIARY 2015

Month	Day/ Date	Event	Location
Dec-15	Sunday 6th	CLA Christmas Party 10.00am	Gough Whitlam Park Tempe
	Sunday 19th	Tyre Kick & Coffee	Simply Sports Cars Artarmon
	Monday 14th	WA Fish & Chips	TBA

SA CLA DIARY 2015 & 2016

Sunday 6th December SA Lotus Christmas Lunch Goldings Winery Lobethal. Bookings essential lotus2015sa@gmail.com

Sunday 6th December SA Monthly coffee run (followed by Christmas lunch). Seikh Centre bottom of the SE Freeway near the tollgate. 9:00am departure.

Sunday 3rd January 2016 SA 1st Monthly coffee run for 2016. Seikh Centre bottom of the SE Freeway near the tollgate. 9:00am departure.

Sunday 7th Feb 2016 SA Monthly coffee run for 2016. Seikh Centre bottom of the SE Freeway near the tollgate. 9:00am departure.

Sunday 14th Feb 2016 SA All British Day Echunga Recreation Ground



For Sale

1969 Lotus Europa S2 (54/1114). Fitted with Lotus Twin Cam 1982**. $17000 not negotiable**
Geoghegan's Delivery, third owner (23 yrs.), black badge (Jim Clark tribute).
Engine: 1670cc, steel crank, Cosworth pistons, Cams, 45 Weber's, very little use. big wing sump, remote filter & oil cooler.
Transmission & Driveline: Hewland adaptor & input, VW Box & CVs, ZF LSD, Datsun stub axles
Brakes: Larger front discs and calipers, rear discs (with handbrake), dual master cylinder, Aeroquip lines.
Wheels: 13 in Rebel 6" front, 7" Rear. Formula Ford Avon's fitted. 2 sets 5" Mags 1 with radials also included.
Other Details: Aluminum radiator, electric fans, Aluminum Fuel tank & cap, fully adjustable suspension, setup on F 'Ford springs, light weight bumpers, Aluminum roll cage, 6 point harness.
History: Ordered new by Joyce Simcock. CAMS Marque Sports Car Log Book issued 1991. Many club successes, won Div2 Marque Sports Championship (Road tyres) 1993 and has been CLA champion.



The car at Eastern Creek

See Marc Schagen's *Lotus – History in Australia* page 52 9
Inclusions: Spare wheels plus 2 original spares and space-saver, original gearbox plus 5 Speed Renault gearbox and original suspension, most Renault engine/GB fittings, brakes.
Condition: Unregistered. Excellent mechanical condition. No panel damage, paint OK and interior shows age. Overall needs some TLC. Last registered in this configuration in 1990s.



Garage Clearance:
Triumph uprights with hubs and unmachined aluminum Mawer caliper mounts $100
Triumph GT6 front lower wishbones and coil over units. $50
Crate of F Ford Springs $30
5 Datsun 1600 driveshaft's $25 the lot
Pair Weller steel wheels 5in, 3 ¾ in PCD, unused.
Mazda MX5 Complete rear end including brakes. $100
Lotus Europa windscreen rubber – new $75
Ford Kent crankshaft, standard sizes, crack tested $75.00
Ford Kent crankshaft, 20/20 sizes, crack tested $50.00
Datsun L18 crankshaft, standard $75.00
Triple 40mm Dellorto's, DC Weber's and parts.
>1000 classic car and sports car magazines. Mainly from early 80s but some SCW and RCN from the 70s. Shelf unit included. $250
Contact Gos on 0414 999 222