December 2016

Chunky's Chatter



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



Inside this issue

- The Elan Plus 2 turns 50
- The Exige Sports 380, the best Lotus yet?
- Mike Basquil reports on the Phillip Island 6 Hour
- 2017 Calendar
- Plus bumper news from SA, Tasmania and WA

CLUB LOTUS AUSTRALIA
DECEMBER 2016

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: The S2 Elise of Garry Morris framed by Eleven of Ashton Roskill at the 2016 Kings School All British Day

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

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

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Presidents prattle
With Ashton Roskill



Happy Christmas everyone
For those able to make the (most excellent!) Christmas Party last weekend, that's a double up of my best wishes to you and your families as we head into the Christmas holidays; I hope you all have a thoroughly relaxing and enjoyable time.
We wrapped up this year with our second visit to Bombini, and thank you to the 60 members and families who came along - it was a lovely day, kicking off with a fun scoot up the Old Pacific Highway; Caroline was persuaded to join me in the Eleven (although she did point out there was no point in putting on perfume as she would just end up smelling of Eau d'Eleven - which is mostly petrol) and we had a great showing of cars parked up at Bombini (see Seth's lovely photos on the website for the evidence); we arrived at almost exactly the same time as the LOST fraternity, who joined us from the Newcastle area - always a great pleasure. I think I've probably said enough about all the fun events we have had this year, so I won't labour the point, except to say a big thank you to you all for coming along to them, whether that's to the runs, the Tyre Kick and Coffee, the general meetings, or the motorsport - it has all been a gas, entirely because of you.

And next year kicks off in short order, so get your diary out, go to the website and make sure you get all the events in there. Better yet, buy one of the lovely glossy Club Lotus Australia calendars that Rob Costa has pulled together, in spite of a temporary and inconvenient visit to the hospital; it's great to have you back and heading for fighting fit Rob! Details of how to purchase and pay are elsewhere in here.....
While on the subject of Committee members, many of you will be remembering that it is a year ago that we lost Maurice to the black dog; he continues to inspire and amuse me, every time I see a photo of him (which is surprisingly often). Anne, James and Jen are particularly in our hearts at this incredibly hard time of the year for them.
May I also thank all the Committee for another year of unstinting hard work in the pursuit of fun and happiness in the shape of a Lotus - without your Committee, this whole shemozzle would fall in a heap, so I for one am particularly grateful for you help guys and gals. I look forward to more fun in 2017.
Right, on that subject, two dates for your diary:
First up, a drive day (on a Saturday, unusually) to the Gerringong Motor Fest on Saturday 18th February; more details to follow, but likely as not, a reasonably early start to get there in time for set up....
And secondly, the highlight of the motorsport calendar is the CLA CSCA sprint on Saturday 11th March - Mike will be sending out details a bit nearer the time, but get the date in the diary!
OK, that's enough from me; all that remains is to wish you a fantastic Christmas break, and I very much look forward to seeing you in the New Year.
In the meantime, keep it safe, upright, and on the blackstuff (and avoid the rozzers over the double-demerits-revenue-raising-scrooge period)
Pip pip
Ashton



Picture from Vicky Rowe (CLA WA) but too good to pass up of 'his Nibs!! At the high country rally (Ed)

From the Editor Tom Devitt



Well top-o-the morning and compliments of the season to you all. I have managed to get a first draft of the CLA 2017 Calendar together on Page 34 and what a fabulous year it promises to be. Over the Anzac weekend our friends at Lotus Club Victoria are hosting the biannual national Lotus get together at the historic town of Beechworth and what an exciting weekend it is shaping up to be. If you are still thinking of going but still haven't got your entry application in, it's time to get on your bike and do it (Page 27 & 28)

The other sensational thing to look forward to this year is the Lotus Elite Diamond Jubilee celebrations. Brian Caldersmith is doing an amazing job organising this and each month brings us further instalments of this exciting weekend of the 12th & 13th August. In fact it is shaping up to be a huge Lotus Birthday party! Centred around Sydney Motorsport Park. On Saturday we have the opportunity to run our cars at the CSCA event there, and on Saturday night is our big celebration dinner at the Alpha Hotel and is sure to be interspersed with anecdotes and interruptions from luminaries of the era. (There is also a special rate for accommodation at the hotel that has been organised). The Sunday gathering and photo opportunity at the circuit takes place in our specially allocated garage/ tower/pit area that has been designated just for Lotus vehicles. Whilst the Elites will feature (in chassis number order), the area is large enough for all club members to attend and a huge turn-out of all models is expected. At lunch time we will be allocated laps of the full circuit behind a pace car. And for the experienced, an opportunity to join the last session on Sunday with the high speed run by HSRCA members may be included.



'Hello, fire brigade? My cat is stuck up a tree…'

We also expect that the Australian Lotus distributors (Simply Sports Cars) will join us with a display of new models to complete a huge and amazing range of Lotus on show. A picnic lunch within our complex will be part of the festivities. Brian is also organising Diamond Jubilee Polo shirts and if you would like one (or two) of them get back to Brian quickly (page 31)

Great little article from Anne Blackwood who has just been on a whistle -stop tour of Tasmania but still had time to send in the correct answer for our monthly "Now who said that?' If you know the story of the GT 40 and the Europa you should be able to get this month's question so I am expecting a flood of answers!!

What a great time at the Christmas party and even though we started early the day seemed to vanish before it began. Thanks to everyone for making it such a great day and how good was it to see Rob Costa up and around being his old self after a rather scary health issue last month.

Rob has been working hard on assembling another fabulous CLA Colander for 2017. Sadly we cannot give them away this year (Come-on you got a name badge didn't you!!) however they are subsidised by the club and available for $15.00 each including postage. That, you have to admit is a pretty special price. So go get hold of one , direct deposit the money in the CLA Account (you may as well do your annual subs whilst you are at it, see page 33) Transfer to ***BSB 633000***

AC No 144279056 ***Club Lotus Australia*** with the reference CAL· Surname e.g. (CALDevitt) $15 for each one you want. Then a quick email to Elliott (enicholls@clublotus .com.au) telling him that the money is in and where you want it posted to and Bobs your uncle! Just watch your letterbox!!

Well that's about it for me for the year. Special thanks to my darling wife Donna for being your proofreader and general tower of strength for me during the year whilst coping with massive health issues herself. We are off the air until February when, fate willing, CC will return for 2017.

Tom

2016 CSCA November Report

With Mike Basquil

The 2016 completed means I don't have any news ready to throw at our ever hungry for output Editor, all I have is looking forward to the 2017 season the dates are listed below;

Round 1 CLA 11th March Wakefield Park
Round 2 MGCC Clubs 2nd April SMP North
Round 3 JDCA 13th May SMP North
Round 4 AHOC 1st July Wakefield Park
Round 5 MOCA 12th August SMP Brabham
Round 6 SCCA 24th September SMP South
Round 7 TSOA 15th October Marulan

I think we have achieved a pretty good spread across the season and all tracks are represented so now is time to mark calendars and get your selves organised especially for Round 1 which we are hosting and as in the past it will be all hands on deck to make this the event the others try to emulate. I have distributed the Permanent Number Order forms and we would like to get this completed as much as possible by the new year so be early if you have a number you will to keep or reserve, payment this year is only via Direct Deposit.

Those of us that are die hard track junkies the NSW state Supersprint Championship dates are also finalised

CAMS Round 1, Sunday 12th March – Gardner / GP (ARDC)
CAMS Round 2, Sunday 14th May – Wakefield Park (MX-5)
CAMS Round 3, Sunday 18th June – Druitt / North (NSWRRC)
CAMS Round 4, Sunday 16th July – Gardner / GP (ARDC)
CAMS Round 5, Sunday 27th August – Amaroo / South (NSWRRC)
CAMS Round 6, Saturday 9th September – Wakefield Park (Mini)
CAMS Round 7, Sunday 15th October – Gardner / GP (ARDC)

Registration Packs will be available directly if you are interested in this competition drop me a line and I will assist you with all the information, also if you wish to get ALL the information I distribute with regard to Motorsport the Club participates in and are not on my email list let me know and I will fill you inbox.

Now for something completely different – there has been a trend towards REGULARITY in Club Motorsport, the aim being to set a time you "think" you can achieve consistently then go and do it all be it with a full field of other like minded souls. This is not as easy as you may think; I note that the current crop of F1 drivers can run at a constant time lap after lap but the bulk of us unpaid mortals struggle. In the recent past a merry band of us have contested the Victorian 6 hour Regularity Event at Phillip Island this event is a Teams event to further add to the difficulty, this is a great event and a huge amount of fun with like minded souls, I'll add a report on this years event elsewhere in the magazine. In last years Event we entered three teams; the MX5 club entered 5 and NSW Road Racing Club entered two, we all had a great time, now the Road Racing Club are going to run a similar event at SMP on the Gardiner Circuit over the Easter Weekend. This is the 14-16th April so if you are interested now is the time to assemble a 'Team" cost will be around the same as a Supersprint on each day so it could be fun for anyone Not going to battle the traffic on the Easter break (you may also note that we don't have any events in April in either the CSCA or CAMS Championships)

Finally I would like to wish everyone all the very Best our the Holiday season and look forward to a brilliant 2017

See you at the Track,
Mike Basquil

2016 6 Hour Relay at Phillip Island



A group of us from CLA have been making the Trek to the Island for several years now. This is an Event is a bit like a drug once you have a taste you just have to have a bit more. This year we were able to put three "Teams" The Steady Eddies (Rex Hodder; Dave Mawer; Mike Basquil and Syd Reinhardt) and Eddie Steady (Col & Ryan Campbell; Stephen Alcorn and Andrew Lydon) and the Mighty Minions (Mark Alexander; Rob Bryden; Martin Duursma and Richard Gibbs) unfortunately there were no LCV Teams. Whilst we missed there guys on the track they all appeared over the weekend to support and wish us well.



The Mighty Minions

Plan was to overnight at Benalla and of course we know a pub for the LOTD that gives you a good feed. Martin organised to borrow the bus for Executive Hideaway to get us all there.

Friday morning we meet with Mark and Annette Alexander at Euroa for breakfast. The MX5 guys form NSW also joined us complaining we had taken all the decent parking spaces - quick and the dead we arrived first.



Syd Reinhardt



Annette and Mark Alexander

Then on to Phillip Island via Dave Mawer's for final preparation. Before dropping the cars off at the Circuit ready for the event the following day

It was wet and cold we debated who was going out to play in the wet

The Rain stopped mid morning then the track become dry problem sorted and much fun was had by all then Dinner with all who could make it, all states were represented.



The Eddie Steadies'

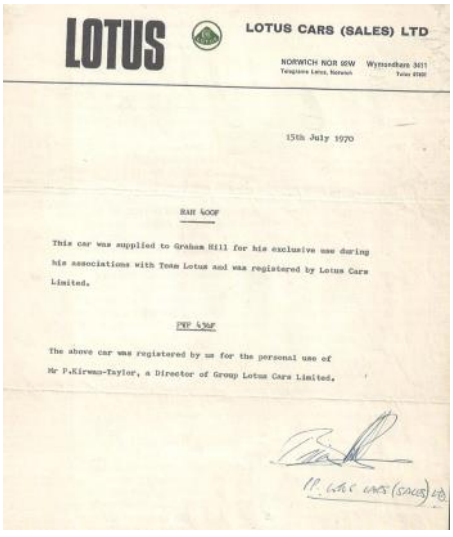
Graham Hill's Elan +2 auctioned at the Brooklands Historics on November26th



Graham Hill. It is often quoted that Graham Hill was not a naturally talented driver, although with two Grand Prix Championships, an Indianapolis 500 win and victory at the Le Mans 24 Hours, what do you need to do to be talented? In fairness, Hill only learnt to drive when he was twenty four years of age. No matter, by the time he was twenty six, he began his racing career and three years later he was on the grid for the 1958 Monaco Grand Prix in a Lotus 12. In fact, Monaco really belonged to Hill with him winning there five times. His first championship win came in 1962 in a BRM with his second following in 1968 with Lotus. Hill was always easily recognised while racing, by his distinctive racing helmet that carried the London Rowing Club's cap design - dark blue with oar shaped tabs; a design his son Damon carried into his racing career. Tragically, Graham Hill was killed in his Piper Aztec along with five other members of his Embassy Hill Racing Team in 1975, shortly after retiring from motor racing. Graham Hill will be remembered for many things but perhaps mostly as being a charming, tall, elegant, mustached, witty and well-spoken Englishman and the only racing driver to take racing's triple crown of Formula One, Indianapolis 500 and Le Mans.



Graham's 1968 Lotus Elan Plus 2 was given to him for his personal use whilst at Team Lotus and was originally silver. The current owner acquired this Plus 2 during August 1976; by which time, RAH 400F was sporting yellow coachwork. The vendor used the car for commuting and holidays abroad. Shortly prior to one such trip abroad, the Lotus suffered engine problems and a decision was made to replace the unit with another, rather than rebuild the original engine, due to time constraints. This was a common fix for many marques during that period, as the cars had little value and the costs of rebuild outweighed the easily obtainable second hand engines. Today, this Plus 2 can be described as requiring restoration. The body, however, does look straight and the original silver finish may still be seen in places. An interesting history file contains the original log book and shows the first registered owner as Lotus Cars Ltd., dated 18th June 1968. Also included is a letter from Lotus Cars (Sales) Ltd., from 15th July 1970 that states that RAH 400F was "supplied to Graham Hill for his exclusive use during has associations with Team Lotus and was registered by Lotus Cars Ltd. The vendor states that during his ownership over the past 40 years, the car has been garaged for the past 37 years. The odometer is faulty but the vendor suggests that the mileage is approximately 120,000 miles. The car sold for AU$ 39,387.00 which I think is a good price for a car that clearly needs a great deal of work!


LOTUS

LOTUS CARS (SALES) LTD

NORWICH NOR 65W

15th July 1970

RAH 400F

This car was supplied to Graham Hill for his exclusive use during his associations with Team Lotus and was registered by Lotus Cars Limited.

PEP 638F

The above car was registered by us for the personal use of Mr P.Kirwan-Taylor, a Director of Group Lotus Cars Limited.

PS. The Elan+2 was released 50 yards ago this year.

If you have on original Plus 2 this may be of interest

1967 VEHICLES WANTED

To feature in a documentary, Classic Survivors (working title), being developed to shoot in 2017.



In 2017, Blanche, my beloved 1967 MkII Ford Cortina turns 50. I've had a fondness for classic cars and road trips since I learnt to drive 40 years ago.

My take would differ to a lot of car shows because I will be coming at it with a woman's perspective and a strong focus will be on the unique stories of the owners. I would run a parallel metaphor between aging women and cars and the excesses owners go to, to either keep them in prime condition or let them age disgracefully, or gracefully depending on your viewpoint!

I would like to hear from anyone who has a vehicle manufactured in 1967. Cars can be in any condition, from up on blocks to racing machines. Interested participants will receive a casting questionnaire. As well as a diversity of vehicles I will be looking at the personality of the owner, their stories and their backgrounds.

Chosen participants will be interviewed along the way on our road trip in Blanche to the 2nd Cortina Nationals being held in Albury-Wodonga in June 2017, or as suits.

Please email traceydwalker@gmail.com to express your interest and receive a questionnaire. Prefer email but if you are not tech savvy you can call 0412721123.

https://www.linkedin.com/in/tracey-walker-4348a749?trk=nav_responsive_tab_profile

From the Secretary - 2017 Membership Renewals

Our membership year runs to 31-Dec so renewals are due on 01-Jan for those whose membership expires at the end of 2016.

A reminder e-mail will be going out in the next week but if you know your membership is due for renewal for 2017 onwards (check the expiry date on your membership card) then you can use the form on page 33 or download it from our website to put in your renewal now.

For individual members, there is a one year option ($60) and a 3 Year option ($120).

For members with one or more family members under their membership (formerly known as Associates), there is now a 3 Year Family option ($150) – you just need to add the name(s) of the family members as shown on the form. All family members receive a membership card and have full membership privileges – voting, CAMS Licensing, etc.

All details for payment, etc. are on the form but contact me (enicholls@clublotus .com.au or 0448 07 00 77) if you have any questions.

Elliott Nicholls. Secretary, Club Lotus Australia.

South Australian Lotus Talk December 2016
An occasional contribution from our SA Correspondent
Words and Photo's by Andrew Stevens

2016 SA Lotus Christmas Lunch & December Monthly Run



The 2016 Christmas Lunch and December run was held at our good friend (and Elan S4 S/E owner) David Paxton's cellar door in McLaren Vale. While the plan had been for sunshine, picnic rugs, and a display of cars on the lawn, our extended springtime brought showers and a blustery north westerly that confined the cars to the top car park, and their occupants to seek shelter. Thankfully it had no effect on the good cheer or the availability of wine from Paxton's historic cellar door. Having been spied with his Lotus Elise at a trailrunner event in the Hills, newbie Adam Gower brought his son along as company for the first of hopefully many Lotus runs, while the rest of the participants were a range of long and short term Lotus owners.



Following the plan and driving route laid out by El Maestro, Chris Burton, the cars assembled at the Sikh Centre as normal, before heading off to the McLaren Vale visitor centre on a circuitous route that took in the Adelaide Hills and Southern Vales. The staff at the visitor centre in McLaren Vale were expecting us, and we were soon ensconced on the veranda with some of their excellent coffees and morning tea to sustain us, as the weather tried to make up its mind whether to be sunny or stormy (stormy won!).



Paxton's biodynamic vineyard and winery is a short 5 minute drive up the hill from McLaren Vale, and the

Lotus contingent soon descended upon the pavilion adjacent to the cellar door, where a long table was quickly in place. With a range of shared food, the BBQ's fired up, and a variety of Paxton's wines being opened, the place was soon humming against the sensational backdrop of McLaren Vale. Lunch was rounded off with some amazing desserts; my particular favourite being a delicious and spectacular Christmas trifle. It definitely did not adhere to the Lotus adage of adding lightness.



The cellar door got a decent workout, and a number of our clan were seen working out how to fit the box of wine that they'd just acquired into boot of their Lotus. All in all, an excellent day, with the weather eventually clearing up for the run home.





Thanks to David Paxton and the staff at Paxton Wines for their hospitality, and to Chris Burton for organising the day.

Merry Christmas from all in SA! See you in 2017.

November Lotus Run

November saw a big turnout for the monthly Lotus run, with a collection of 60's and 70's cars, including Bob Jemmeson's immaculate Elan Plus 2, joining the usual horde of Elise's and Exige's. After a quick head count, Strathalbyn via Macclesfield was nominated and the cars set off behind Chris's Exige Roadster.

It was a superb day, and the long run out to Macclesfield allowed everyone to enjoy their cars at their own pace, before converging on historic Strathalbyn for coffee and conversation. A lot of the discussion centred on the recent Mallala track day and the varied experiences. Some of the target times being talked about for "next time" were pretty impressive.

Some Dates for the SA 2017 Calendar

Sunday 5th February Lotus Coffee Run 9:00am Sikh Centre Carpark,

Sunday 12 February All British Day Echunga Oval, Echunga,

Sunday 5 March Lotus Coffee Run 9:00am Sikh Centre Car Park

DRIVE, REVIVE, SURVIVE – COME ALIVE !! (DRIVING A LOTUS IN TASSIE)

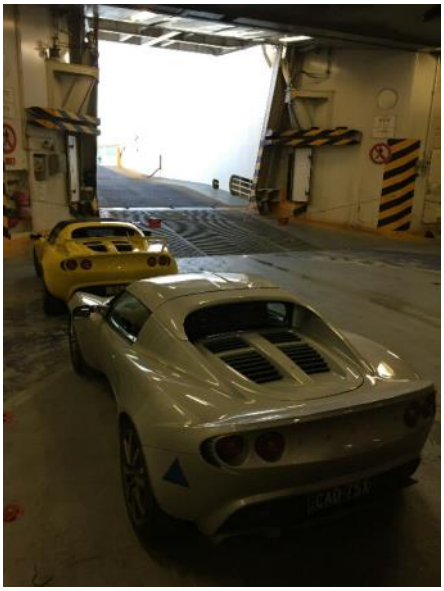
From Anne Blackwood

OK. I'm going to come right out and say it……. I LOVE MY CRUISE CONTROL!! There! I did it! Yes, you read it. My Elise has cruise control.

Yes my Elise has cruise control and it's fabulous on those mind numbing trips on freeways. It also helped Mike O'Sullivan and his sister Mandy Condon enjoy the drive by spacing themselves behind me instead of watching the speedo the whole time.

Mike and Mandy in his Elise and me in mine toured for ten days in Tassie covering approx. 3,500 kms in total. What a great trip all organised by Mike. No one else wanted to play with us so we headed off.

Day One saw us head south to pick up the Spirit of Tasmania for the overnight to Devonport. Along the way we were escorted by the Bandidos who were heading to Melbourne perhaps for the planned showdown between the gangs that the police are expecting. Yes, they were a bit intimidating but I was pretty confident my HPE could outrun them and give them quite a surprise if needed.



The only place to be on the Spirit of Tasmania



Launceston Museum with the Monaro hanging over the bridge

Day Two and off the ship straight to Deloraine for brekky. I showed Mike and Mandy the Longford pub and its great motorsport memorabilia. I had visited Longford in 1960 (yes I know, most of you weren't even born then) with my parents and remember it vividly as it was the first time I met the new (1959) World Champion Jack Brabham who, by coincidence, his wife had gone to school with my mum in Katoomba.

We were then off to the Freycinet Peninsula for the fabulous seafood at the Freycinet Marine Farm and taking the Targa stage Elephant Pass on the way. As we scurried along the Freycinet Peninsula with the final destination being Coles Bay we came upon – at somewhat rapid knots – a Mazda 2 doing about 40 Kph. One look in the mirror and they headed for the dirt. They must have thought we were the Bandidos as we took off into the distance for those oysters.

Days Three and Four were based in Richmond outside of Hobart as the cricket was on and accommodation was scarce. We stayed in a great cottage and cruised the area including the wonderful Salamanca Markets.

A highlight of this time was visiting the Female Factory in Hobart where Mike and Mandy's great great grandmother had been sent. Originally arriving as a convict and put into domestic service; when she became pregnant by her husband she was sent to the Female Factory

as she was deemed "useless" because she was pregnant. We visited at a time that actors relived life in the place and I found it profoundly moving to be with friends whose forebear had suffered so terribly and yet survived so wonderfully. Eliza Redman arrived on the "Rajah" and was a contributor to the amazing "Rajah Quilt" which is a national treasure. Mandy is a keen sewer to this day so the genes passed on well.

Day Five on to Queenstown via New Norfolk, Tarraleah (another Targa stage) arriving at spooky old Queenstown. Along the way we visited "The Wall" at Derwent Bridge which has to be seen to be believed. Out in the boonies is a large shed like building containing a magnificent work in progress. It's hard to describe as it is a huge "Mural" carved/sculpted in Huon Pine. It's about 60 m in length and enclosed in an incredibly stylish building with great café. It is exquisite and the whole experience is recommended.

At Queenstown we stayed in a great B& B – "Penghana" which had been the Mt. Lyell mine manager's residence. You ain't seen grand till you see this girl. I had a room that I felt like a queen and should have been receiving my subjects.



Stanley early morning

Day Six and cruise up the Gordon River from Strahan. Thank heavens for those mad Greenies……

Day Seven saw us departing Queenstown via Lake Plimsoll (superb), Cradle Mountain (ditto) and on through the mighty Helyer Gorge. Mike was unaware of the magic of Helyer Gorge until driving this great Targa stage. Four old blokes sitting outside their caravans nearly had apoplexy as these two gorgeous cars paused momentarily to regroup and the second one was driven by a grey haired sheila! (I've always wanted to be an eccentric nanna so I think I'm heading the right way…..)



Cradle Mountain

That night I met the new man in my life - Stanley. What a gorgeous place this is and quickly we were back in to summer clothes after the wet west coast. The house we were staying in even had a resident Little (Fairy) Penguin.

Day Eight and on to Launceston via Wynyard, Somerset, Sheffield to stay at the Turret House overlooking the Tamar. That night we joined up with John and Paula Barrass and Mark and Hazel Wheatley for dinner and good it was too at "Larceny".



Coles Bay

Day Nine first stop the Launceston Motor Museum which is a real surprise. Currently having a Lotus display for a few months and then more cars are scrounged from owners who



Turret House Tamar

get the best deal. Their cars are groomed and maintained prior, and during, display. My favourite was the GTS Monaro that survived the Tasman Bridge disaster. If you look closely at the photo behind it you can see it draped over the edge of the broken bridge.



Project, suit Lotus Handyman

Today we put Mandy on a plane for home and Mike and I headed to dinner at "Mudbar". One word…… SENSATIONAL . Fabulous food and a great end to or stay in Launceston.

Day Ten and our last day in Tassie so we decided to fill in the day prior to sailing that evening. On to Scottsdale, and the Sideling (of Targa fame). Mike and I swapped cars as my gorgeous car is scary fast but so noisy and brutal and Mike's was luxury by comparison. My Elise is definitely a track car and not a tourer for this old bird.

That night on the ship we met a fascinating man who had bought an Elan in the '60's in kit form. He is now nearing 80 and was on his way to film his character in "Neighbours". He has had a fascinating life starting as a civil engineer and re-inventing himself currently as an actor. His name is Lawrence Mah. The joy of travel and the unexpected…..

Day Eleven and it's off the boat, engage Cruise Control and home with Mike driving my car most of the way. Bliss…

If you've never driven Tassie you are missing one of the great motoring trips of all time. Great roads, no police, no traffic, no speed cameras. There is no greater fun that being in a Lotus in the company of other Lotus. With this in mind I realise how much it means to be me and it's time for me to look for an Evora. I'm a bit of a sook when it comes to comfort and I love modern technology.

I plan to organise "tours" – read my lips – "tours" not "death race" trips around some of our great scenery.

Some destinations that come to mind:

- Eyre Peninsula Seafood Trail to Coffin Bay, Port Lincoln and as far west as Ceduna. All on fabulous roads in stunning scenery.
- Temora Air Show
- Clare Valley in South Australia
- Bendigo Art Gallery when interesting exhibitions on and stay at mighty Shamrock Hotel
- New England via Thunderbolts Way, etc.
- Phillip Island
- Etc. etc.

If this type of travel interests you please send me an email to encourage me – anne_blackwood@hotmail.com

Anne Blackwood

The Adventures of Little Ruby
By Vicky Rowe



Let me say up front and honestly; this is not a story about Lotus in Perth. It is a story though and it does involve Lotus. Enough said perhaps, but I have another confession to make before you read any further. This little story is a little self-indulgence. You see, I had so much fun (in my Lotus) recently that I just want to re-live it again. So here goes…
By way of back ground, you may have heard me complaining about the lack lustre motorsport scene in Perth ever since the RAC track was closed. Pretty annoying as I'd only just gone back to the track after a break, but we must have had some foresight about 12 months ago when we bought little Ruby (S1 Elise) on the east coast, in time for the Winton LOTD in 2015. Ruby has been sitting around gathering dust on the east coast since that event, so it was time to dust it off for the 2016 Winton LOTD.
The car was just as much fun as I remembered, with plenty of power from the Honda. We'd overcome some teething problems, such as the clutch, since 2015, but found a few more this time. To be fair, Ruby had it tough, with both Ed and I sharing the car over the two sprint sessions on a hot day. Despite this we really enjoyed the event, getting reacquainted with the car, and especially, catching up with so many of our Lotus friends.



With a clear intent to better utilise little Ruby, I booked myself into the MSCA sprints at Winton the following weekend, on my way to NZ for a walking trek. But in between was Targa High Country. How could I miss that? Last minute change of plans necessary! Problem was my hiking gear was still in Perth. So, I travelled home to Perth, picked up my gear, and then essentially headed back to Melbourne on the next available flight. This allowed me some time to spend with family and to travel some of my favourite roads. Just me and my giant suitcase (carrying both race gear and hiking gear etc.) strapped into the passenger seat. On Friday I drove from Ballarat through Daylesford and across the Macedon ranges, on to Euroa to meet up with Targa. I then followed the stage through Strathbogie ranges, on to Mansfield, then up Mount Buller. There was a long delay on the mountain as they recovered a Commodore that had gone off the road, ending up a long way down the steep drop. Thankfully they were okay, but that must have been very scary. Up on the mountain everyone was in great spirits, looking forward to the upcoming stages.
A very icy (light snow) start the following day and I had trouble with traction going down the mountain. Everyone had to take it very slowly. Thankfully there was no mountain stage on the Saturday. But there was a stage in Mansfield which drew an enthusiast crowd. This was the best opportunity to be a spectator and it was a great spectacle. You're up close to the action and there's a great atmosphere afterwards with the crowd mixing with the competitors and the cars on display.



With commitments now on the Sunday, I headed back towards Benalla. I competed at Winton with the MSCA and had another great day. Feeling a bit more confident with little Ruby I improved my time by a whole two seconds, compared to my best time at LOTD.
After a fantastic week of motoring, including two sprint events at Winton, joining in on the fun at Targa and driving some of the best roads Victoria has to offer, I jumped on a plane to NZ feeling exhausted but satisfied. I was ready for a different pace and trekking (or tramping as the NZ'ers call it) was perfect, with very few cars in sight the whole week.

Quokka Talk

By Eddie Lankhorst



Merry Christmas to all our Lotus family of cars, owners and families. Drive safe and over this crazy period and have a safe and happy new year. I say this as governments seem less focused on training drivers to drive safe and provide facilities for the community to hone their driving skills. Here in WA we have already seen the closure of the RAC Driver Training Centre due to some petty noise complaints, now I here rumblings that the Kwinana Motorplex is in jeopardy with encroaching housing development. May not happen for quite a few years yet, but I do not hear of any plans to build replacement facilities.

So if you are concerned about the future of motorsport in your state (esp. WA) I ask you to contact your State and Federal politicians to bring this to their attention.

Club Lotus WA Nov EMR (*By Mike Hamilton, photos by Elinor Hamilton)*

Sunday mornings are great, but the once a month Club Lotus WA early morning run is nothing less than fantastic and the EMR on Sunday 20th November was no exception!

As usual the rendezvous was at Guildford railway station carpark at 8:00am sharp… ish …give or take twenty minutes… but 8:30am is fine…8:45am if you have to nip over the road and grab a coffee for that much need pre-EMR caffeine boost.



So at 8:00am "sharp" we amassed in a Lotus cocktail of various models and colours, from a stunning 1985 Esprit, Elise S2 and S3 as well as Exige S2 and S3 gleaming in Aspen Whites, Chrome Orange, Graphite Grey, Canyon and Ardent Reds, Magnetic Blue and classy Metallic Black, all looking fine in the early morning sun. The usual banter was aplenty between the club members and the various enthusiastic passers by that often make us all feel so proud and privileged to be Lotus owners. There was so much talk in fact that in the end Eddie and his co-driver for the day - Murphy the dog had to go around and herd everyone like sheep back to their cars. Had this not been the case it is likely that many of us would still be stood there talking in the car park right now!



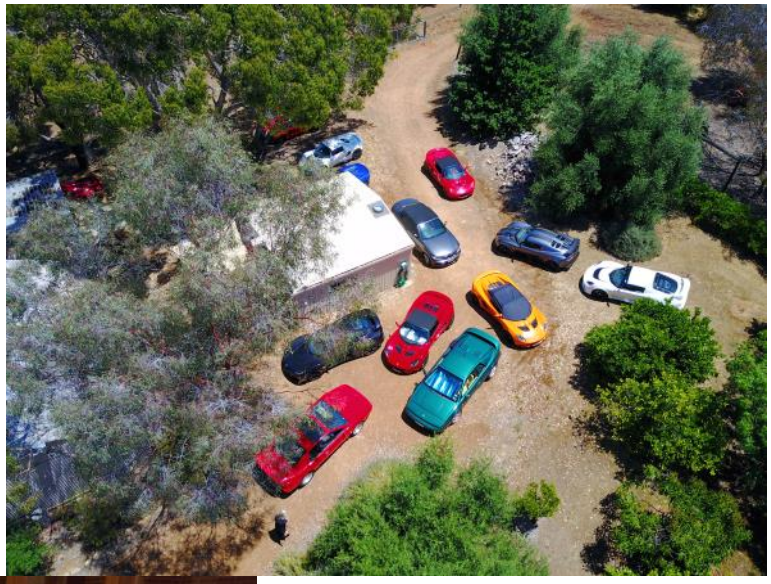
At precisely 8 o'something, with all bums on seats and with ignitions primed, our starter buttons were pressed and the sound of no less than eight of Hethel's finest roared in to life and were soon rolling out on to James Street. What was about to follow was almost seven hours of some of the best driving I have enjoyed in as long as I can remember!

As usual Eddie (AKA "Google Maps") had composed yet another superb route and it wasn't long before we were climbing on to the hills towards Kalamunda. Some steady cruising later saw us all stop for an impromptu photoshoot at Maundering Weir before heading onwards to our destination of York, which at this point was still some 126km away. A spirited drive followed as we wound our way through the beautiful WA countryside on a beautiful fresh picture perfect spring morning. With the possible exception of Wayne's Exige doing its best to asphyxiate everything in his wake, it was perfect! That and the fact that just outside of York, as a few of the lead cars ducked past before the road narrowed, a number of us were caught (many with roofs off and windows down) by an oncoming road train which brought with it what can only be described as a road width, 6 metre high red dust wall that signalled an impending semi-permanent colour change for those unlucky enough to be caught coming the other way. Having passed us the road train was gone (no doubt with the driver pee-ing his pants with laughter at what he had just witnessed) and for those left behind as the dust cleared, it was imme-



diately obvious that the previously shining examples of Lotus paintwork were now somewhat dulled and looking more like a colour that I will attempt to describe for the those not present as 'Matt Iron Ore Dust Non-Metallic'. A day later as I write this column it is still coming out of my nose!
Finally at 10:45am we arrived in York (some of us feeling fresher than others) and as we slowly cruised in to town we past two police traffic motorbikes coming the other way. Naturally we all smiled and nodded as they passed our train of British sports cars, and no doubt instantly reassured by our friendly actions they went on their way safe in the knowledge that we had driven to the letter of the law for the duration of our morning run. As always!
Having refreshed and eaten our own bodyweight in food at the Old Mill Cafe, we set up and prepared to depart for the return trip to Perth when Eddie offered to lead anyone who fancied making the return journey via the back roads away from the main highway. Understandably, some of the crew had to get back and so departed taking the faster route home. Les and Marilyn, David, Ellie and I remained and followed Eddie and his "co-driver" Murphy on what was to be another ninety minutes of driving on great roads, in great company, in some of the best handling cars in the world.
As I said at the beginning, Sunday mornings are great, but the once a month Club Lotus WA early morning run is nothing less than fantastic and the EMR on Sunday 20th November was no exception!

WA Lotus Group Christmas BBQ and EMR (*By Eddie Lankhorst)*
T'was the first Sunday of December which saw a group of dedicated Lotus owners and partners gather for a short run around the country side of Perth enroute to Mark Dickenson's lovely country estate. Between some spirited bursts we cruised along the beautiful rolling hill of the chittering valley passing smiling sheep, cows chewing the cud and Emu's with their chicks frolicking the meadows.
Upon arrival at our Lunch venue we started with an ice breaker game in store for our guests. We call this all involving game, Fannies and D**ks, which involves a plunger handle (D**k) between the legs of one side of the team and a toilet roll (fanny) between the legs on the other side (you can picture this in your own mind). Each side proceeded to run up to meet each other and needed to marry up their parts and pass on the toilet roll to the plunger and run back and drop the roll into a bucket. Very funny to watch and participate and it especially got people up close and really personal. This also gave time to cook the meats and prepare the salads.

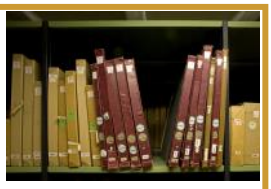




A lip smacking and delicious lunch was then served and lots of banter proceeded. Announcements followed before desserts. Vicky gave a great speech, recognising everyone for their contributions throughout the year, including our Club (cut short) RAC Championship, for which Graeme Martin was awarded the trophy. Congratulations and thanks to all for a great year.
David Nolan, our IT guru and gadget guy was there with his new toy and these are a couple of marvellous photos taken.

Merry Christmas to all, from Vicky and Eddie.

From the Archives



Before the days of fancy photocopiers there were typewriters and gestetner machines to produce advertising material Thanks to Brian Caldersmith for this Geoghegans' brochure

GEOGHEGANS' SPORTY CARS

LOTUS

LOTUS SPECIFICATIONS.

LOTUS ELAN *SPECIAL EQUIPMENT* FIXED HEAD AND DROP HEAD COUPE MODELS.

Based on experience gained from the Racing Elan and the Rally prototype this car retains the tractability and comfort of the Touring Models but provides even greater performance and roadholding.

The specification includes the following:-

ENGINE: 115 b.h.p. high-lift cam version of the Lotus 1558 c.c. twin overhead camshaft unit. Modified carburettors, new chokes and jets, four branch exhaust.

TRANSMISSION: Rear axle ratio 3.55:1 mated to Lotus-Ford semi-close ratio gearbox giving recommended change-up speeds of 1st, 40 m.p.h., 2nd 60 m.p.h., 3rd 85 m.p.h. Acceleration 0-60 6.8 seconds. Maximum speed 120 m.p.h. (6,750 r.p.m.) Touring fuel consumption 26 m.p.g.

CHASSIS: Standard fitments:- servo assisted brakes, Lotus knock-on wheels with chrome trims, revised rear shock absorbers for improved high speed handling, radial ply high speed tyres.

INTERIOR: Inertia reel safety belts, pile carpets, anti-dazzle rear view mirror. Leather covered steering wheel.

BODYWORK: New exterior trim includes chrome strips along the body sides and "Special Equipment" motifs. Repeater flasher units are fitted on each side.

PERFORMANCE: TOP SPEED Average 115.1 m.p.h.
Best one way = 118.3 m.p.h.
Standing quarter mile = 16.1 seconds

ACCELERATION TIMES

M.P.H.	
0 - 30	3.0 seconds.
0 - 50	5.9 seconds.
0 -100	24.0 seconds.

FUEL CONSUMPTION: Touring - 20.1 m.p.g.
Overall - 26.7 m.p.g.

List price in either Fixed Head or Drop Head Coupe Models are $5,300.00 including sales tax.

News from Tasmania

Club Championship Win for Lotus Evora in the SDMA Hillclimb

The Southern District Motorsports Association (SDMA) runs the Hillclimb events in the ACT region. For those who don't know the Hillclimb format, it is the cheapest, safest, and wimpiest version of motorsport, as there is only one car on the track at a time, and you're racing the clock under very controlled and safe conditions. But it is still hotly contested, with 135 competitors across several categories of engine size and modification level. The SDMA track is a purpose-built Q-shape of 950 metres, with a steep uphill section and equally steep downhill, and some tricky off-camber and tight corners. The overall club championship goes to the category winner with the highest overall points score, with bonus points for breaking category records. The 2016 club championship was won by David Leaney in his 2010 Lotus Evora in the factory standard car over three litre class.



David Leaney's Club Championship winning Lotus Evora



The Sothern Districts Motorsports Association Hill Climb Circuit

David broke the previous category record three times during the year, setting a new class record of 47.78 seconds in October. This is still several seconds slower than the highly modified cars that compete, and a long way off the blistering times set by the open wheel formula-style cars. But after nine years of competing, with a third place in 2010 and a heartbreaking second in 2013, David is delighted to finally win the club championship.

SDMA
CANBERRA HILLCLIMB

Latest from the LOST

A cruise to Caves beach

The LOST Fraternity gathered on Sunday the 20th of November for their Caves Beach 'Favorite' run.

They met in Belmont and cruised down to Caves Beach on the Swansea peninsula. Jack McLaughlin has kindly shared a few shots from the day, and you can enjoy them below!

Images thanks to Jack McLaughlin







CLA November Monthly meeting kindly sponsored by Simply Sports Cars

A wonderful crowd of Lotus People got together at Simply Sports Cars this Wednesday the 16th of November, to catch up over a beverage and a bite surrounded by an impressively varied collection of Lotuses.

First up, a big thank you to Lee, Paul, Richard and the crew at Simply Sports Cars for so graciously hosting us at their Artarmon showroom. The team at Simply Sports Cars are going from strength to strength, and we're very grateful for them taking the time out of their busy schedule to hang out with us.

Thank you as well to everyone who came along to the evening! The turnout was stellar and we were pleased to catch up with so many of you. It's a trend that we'd love to see continue into 2017 and beyond.

It would be confusing to have a big gathering of Lotus people without a corresponding gathering of Lotuses, and it was great to see the marque's variety on full display. From the Lotus Exige Sport 350 driven by Grant Denyer and navigator Dale Moscatt at Targa High Country to Dan Bando's Seven, a very tidy little Elan and Ashton's Eleven we had some sixty years of Lotus history on display.







Answer to last months "Now who Said That?"



Well, just as I was about to go to press, Anne Blackwood returning from Tasmania shot the right answer with Jack Brabham from his book 'The Jack Brabham story'

'"Ron & I had engaged an Aussie to drive our works Brabham Junior, Frank Gardner, technically proficient, very quick and one of motor racings born characters. While Ron (Tauranac), myself, Tim Wall and Roy Billington were all pretty taciturn. Frank could have any audience in hysterics. Although much of his language was completely unprintable I'd defy anyone not to laugh he could be hilarious"



Ron Tauranac, Don Halliday and Sir jack Brabham. The car is Jack's speedway car and Don Halliday is the car's present owner.

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:

When Ford was trawling for a company to build what became the GT40 they visited Lola, Cooper and Lotus. They laughed at Cooper because Cooper didn't have much idea about design but they were interested in Lotus, though I wasn't that keen because we had more than enough work. Colin was away (with the F1 team) when Ford's people arrived in may 1963. Although I wasn't keen in getting involved in the program, I did a concept drawing of a mid engined GT car. I was quite pleased with it and hung it on my wall. One day Colin came in and said "what on earth is that?" He was greatly taken by it and said "We'll build that one day. It could replace the Seven.

Answers to Tom Devitt at t.devitt@bigpond.com

As usual, neatest correct entry wins, but what, you ask?

Well I don't really know yet, but I am sure it will be worth the wait!! And remember, the quoted person is mentioned somewhere in this newsletter!!

The Elan plus 2 turns 50



It was as far back as 1963 when Lotus decided that sometime in the future it would be worthwhile to have a 2 + 2 in their range. Project studies were commenced and it was decided that the car should basically be an Elan derivative utilising a lengthened, widened and strengthened Elan chassis with the incorporation of as many common parts as possible. The styling for the car was carried out by Ron Hickman and his team. Colin's brief was that the car should have the front of the Elan and the rear of the elite. Work on the family man's Elan began in 1964

It was one misty morning in early 1965 that the directors and other senior management met in a rather clandestine manner at a North London park to view the first running prototype. Naturally the car was something of a lash-up and the glass-fibre body had been taken direct from the original aluminium styling mock-up. This secret device was called the Metier II.

At the meeting known and anticipated 2 + 2 models from other manufacturers were considered against the new Lotus and it was decided to increase the interior dimensions considerably to meet the car's maxim that it "must be capable of transporting two adults and two children 1,000 miles in comfort with their luggage".

In addition slight styling changes were incorporated in the revised version after considerable wind tunnel testing carried out in conjunction with the Rover Car Co. A drag co-efficient of 0.3 was finally achieved. In fact, the Elan +2 was, to nearly everyone, a strikingly beautiful shape, being something of a cross between the original Lotus GT car— the Elite— and the Elan coupé with touches of the Rover-BRM Le Mans car thrown in.

Another prototype was added and later came two new cars with a fully-engineered new backbone rather than the cut-and-weld-modified Elan backbones which had previously been used on the earlier prototypes. With the move to Norwich coming up and Elan coupé sales at a high level it was decided to delay introduction of the car from 1966 until August, 1967, by which time Lotus were in their new factory.

Over 2,000 Plus Twos were built when Lotus decided to revise the model, call it the Plus Two S and announce it in July, 1969. There were improvements which made the car far more luxurious and well appointed, but the engineering concept remained basically unchanged apart from better rear universal rubber couplings for the drive shafts and one or two other features, including plenty of sound-deadening material. For the 1970 Motor Show further improvements included an alternator, a revised cooling system, a Philips radio and a revised and far better silencer. What with ever-rising costs plus the many improvements this has put the price up from an original £2,200, tax paid, to £2,616. Here, perhaps, is the main drawback of the Lotus, for at this price it is in direct competition with a Jaguar Xj6 4.2 or a 2 + 2 E-type which is only a hundred pounds dearer.



The Exige Sports 380 Lotus holds out its best for Release in November 2016

Article from Lotus plc.



High powered, highly evolved, and ferociously fast, the Lotus Exige Sport 380 is the most aggressive iteration yet for the Exige model line up. Taking the fight straight to six-figure supercars, this new, top-of-the-range model carries over the lessons learnt in the development of the acclaimed Exige Sport 350, launched last year, but with significant revisions lowering weight, boosting power and enhancing aerodynamics.

Rather than relying excessively on electronics, or allow sterile interfaces to dull the experience, the extreme Exige Sport 380 offers a pure, undiluted drive that has to be experienced to be fully appreciated.

Unrivalled in its class: faster, sharper, and more direct than adversaries, the Exige Sport 380 is definitely not for the timid. With a dry weight of just 1,066 kg with lightweight options, and boasting a potent power-to-weight ratio of 352 Hp per tonne, the new, pure-bred Lotus has been conceived to out perform and out manoeuvre so called supercars. The new Exige is blisteringly fast off the line, dispatching 0-60mph in 3.5 seconds before reaching a top speed of 178 mph.



From the intricately engineered exposed-gear-change linkage, to the swathes of carbon-fibre components and Michelin Pilot Sport Cup 2 tyres as standard, every inch of the Exige has been carefully cultivated. Firmly defined as a Lotus for the enthusiast, the car can be seen as an expression of intense engineering - challenging accomplished drivers to extract the car's true potential.

Jean-Marc Gales, CEO of Group Lotus plc, commented: "We've saved something special for our last new car of 2016. We have built upon the foundations of the excellent Exige Sport 350 and developed a perfectly proportioned, intuitive and attainable supercar for real roads. The cut in weight is nothing short of drastic and, combined with the hike in power and its enhanced agility, we've created something exceptional - far greater than the sum of its parts. The Exige Sport 380 is so good, that it is no longer the best in class, it's now in a class of its own."

Lotus' approach to developing the perfect sports car has allowed the Exige Sport 380 to lay claim to the title of the best sports car under £100,000. A true supercar car for the road, the Exige focuses on the three key attributes that have made the company a firm favourite with driving enthusiasts: reduced weight, higher performance and honed aerodynamics.

Raised on the roads around Hethel, and exercised on the

company's famous test track, the new car can trace its lineage back to the very first Exige, launched in 2000. Now the headline car of the range, sitting above the Sport 350 model, it is instilled with Lotus' DNA and packed with a potent 375 Hp engine into Lotus' acclaimed two-seater.

While employing some of the high-performance components premiered on the Exige Sport 350, Lotus returned to the Lightweight Laboratory in order to cut kilos from the kerb weight. Infused with carbon fibre from front to back, the Exige Sport 380 features hand-made, high-gloss visible weave components as standard to deliver a weight saving when compared to the Exige Sport 350. This includes the front splitter, revised front access panel, new rear wing and rear diffuser surround, which together save 2.7 kg. A lightweight, transparent polycarbonate rear window saves 0.9 kg over the glass equivalent in the Exige Sport 350. In addition, the carbon race seats (-6 kg), lithium- ion battery (-10.3 kg), ultra-lightweight forged wheels and grooved two-piece brake discs (-10 kg) combine to cut a massive 26.3 kg. A new design of rear transom panel now has two rear light clusters, rather than the four on the Exige Sport 350, with reversing and fog lights now mounted inboard, cutting weight by a further 0.3 kg.

In line with its illustrious lineage, the Exige Sport 380 employs Lotus' lightweight extruded and bonded aluminium structure, as the company continues to lead in the field of advanced automotive construction techniques. Lotus is working continuously to engineer out the excess mass from its cars, and the company's chassis technology remains the benchmark.

The company's powertrain division has left its mark on the car, with the uprated 3.5-litre supercharged V6 engine generating 375 Hp at 6,700 rpm and 410 Nm (302 lbft) of torque at 5,000 rpm. Refined from extensive testing and development, it's a design that's proved its mettle by powering some of Lotus' latest supercars, including the track-focused 3-Eleven and the recently revealed Evora Sport 410.

The power boost comes from a revised supercharger pulley, which increases charge pressure, an uprated fuel pump, a recalibrated ECU and the introduction of a revised exhaust system – as used in the Evora 400 and Evora Sport 410. Allowing owners to enjoy the new Exige for longer between fuel stops, it also comes with an enlarged, 48-litre petrol tank.

Providing faster, cleaner changes, the Exige Sport 380's six-speed manual gearbox uses Lotus' acclaimed open-gate design. Eliminating lateral movement, by precisely aligning components, it features light-weight machined and cast aluminium parts. Aesthetically appealing, the open transmission mechanism also helps contribute to the car's reduced weight. The manual gearbox has been further enhanced through the introduction of a new oil cooler, ensuring the gears operate at the optimal temperature no matter how hard they are performing.

The Lotus Exige Sport 380 is also available with an optional six-speed automatic gearbox, where drivers can select gears sequentially via the forged aluminium paddles located behind the steering wheel, or rely on the gearbox's fully automatic mode. The automatic gearbox option will be available from Spring 2017.

The Lotus Exige Sport 380 features Lotus' Dynamic Performance Management (DPM) which provides enhanced 'Sport' and 'Race' settings. Proportionally increasing throttle response, lowering traction slip thresholds and removing understeer recognition, it provides the driver with a finer level of control before the system intervenes.



DPM also utilises an engine exhaust bypass valve at mid-to-high engine speeds, further reducing back pressure to boost throttle response and engine performance in both 'Sport' and 'Race' settings.

As with all Lotus cars, aerodynamic efficiency plays a key role in the Exige, helping it to drastically expand its performance envelope. Extensive CFD modelling work has allowed Lotus' design team to fine tune specific areas, in order to deliver a substantial overall improvement. The revised front access panel modifies the air flow exiting the car's horizontally mounted radiators, before it travels over the car, while the carbon front spoiler and rubber lip spoiler combined with the

carbon barge boards reduce pressure under the vehicle.

In addition, twin pairs of front canard wings, mounted forward of the front wheels, a carbon rear wing and air blades behind the rear wheels, all work to help raise downforce to a massive 140 kg at maximum speed - a 60% gain over the Exige Sport 350, which generates 88 kg at its maximum speed. This increase in downforce does not come at the penalty of drag which remains the same as the Exige Sport 350.

Favouring mechanical solutions over electronic systems, including key parts such as unassisted steering, means that the Exige Sport 380 delivers the driver an intuitive experience. The extensive use of carbon fibre on the bodywork has lowered the centre of gravity, helping contribute to the Exige's exemplary steering feel and precision handling characteristics.

Making the most of its performance potential, the Exige Sport 380 is fitted with Michelin Pilot Sport Cup 2 tyres as standard (265/35 ZR18 rear and 215/45 ZR17 front). Selected for their tenacity, and 10mm wider at the front that on the Exige Sport 350, the increased mechanical grip is complemented by the car's ultra-lightweight forged alloy wheels, which are available in either black or silver. Either option is complemented by AP Racing forged, four-piston brake callipers and grooved performance two-piece brake discs.

In addition to its already impressive credentials, it's possible to sharpen the Exige further still. Opting for the full exhaust system in titanium improves the car's overall balance, by removing 10 kg from beyond the rear axle. For customers who frequently go to the track, the optional Track Pack provides Nitron two-way adjustable dampers and Eibach adjustable front and rear anti-roll bars.

The optional Carbon Exterior Pack contains a one-piece carbon roof panel and a distinctive carbon louvered tailgate. The carbon roof panel is 2 kg heavier than the standard soft-top but this weight increase is offset by the carbon louvered tailgate which saves 2 kg.



As befitting such a stand-out car, the Exige Sport 380 is sprayed and hand finished in one of ten individual colours. Providing some drama and drawing the eye to the beautiful composite carbon components, an optional exterior accent pack is also available in one of five key colours to deliver some finer detailing to the car's undeniable presence.

The car's kerb appeal is enhanced by revisions to the Exige's design front and back. Distinctive blackened headlamp surrounds provide a more aggressive demeanour, whilst to visually accentuate the width of rear of the car, a new rear transom features two lamp clusters rather than four.

The hand finished detailing continues inside, with the carbon fibre sports seats trimmed with either Alcantara®, leather or tartan, with all featuring contrast stitching.

The optional lightweight carbon fibre sill covers provide a motorsport theme when entering or exiting the Exige Sport 380 and, thanks to their lower profile and contoured finish, aid ingress and egress. The Interior Colour Pack provides contrasting surrounds to the transmission console, HVAC surround, carbon seat eyelets and electric window bezels in one of four colours. A new integrated entertainment system can also be specified, including iPod® connectivity and Bluetooth® functionality, along with air conditioning.

For owners wanting more, the new Exige Sport 380 can be personalised through the increasingly popular Lotus Exclusive programme. Combining traditional British craftsmanship with modern design, the service inspires customers to spend time tailoring the character of their Lotus with a comprehensive array of options.

The Lotus Exige Sport 380 is available as a roadster as standard and as a coupe as an option

It doesn't always have to be about Lotus, does it!!?

New Chinese Car Wash





The new car wash was opened in Urumqi, capital of the Xinjiang Province where people are apparently very tolerant and easy going (according to the source article). Well, if that's the case then good for them, since the girls do make up for any particular lack of eye candy from an automotive perspective.



But what's with the 'Coke is it' tops? Wasn't that a Coca Cola slogan from the 1980s?

Anyway, back to the girls! They do seem to be having fun in front of the camera, and they seem to be quite handy with those water guns.

Oh and the rumour that they are going to open a branch in Sydney, well its just a rumour!!

Welcome to Lotus 2017



LOTUS 2017 Now Taking Bookings!!

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

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

2017 VICTORIA

STOP PRESS!

This important event scheduled for the Anzac Day weekend next year has attracted strong interest from Lotus enthusiasts around the country.

Logistical planning for the event is now underway in earnest. Therefore we need to round off the Registration process for those wishing to attend by the end of the year.

Also we need to set deadlines for the payment of Registration Fees.

For those of you who have Registered or are intending to Register would you please note the following arrangements:

Deadline for Registration:		**31 January 2017**
Deposit required:	**(50% of Registration Fee)**	**when Registering**
Final Payment of Registration Fee:		**by 28 February, 2017**

If you have any queries please contact either of the event coordinators:

Kevin Neville (0419 309 696 kwneville@outlook.com)

or

Ian d'Oliveyra (0418 536 020 networkpc@bigpond.com)

Christmas at Bombini's

This past Sunday, the 4th of December, we got together for a lovely drive, on more Lotus-appropriate roads this time, to the Central Coast to celebrate the year at our annual Christmas lunch.



First Pit Stop at McDonalds Thornleigh

Those from Sydney and further south met at the majestic Thornleigh McDonald's to enjoy the ambiance and a pre-road trip catch-up, before heading off to find the Old Pacific Highway and enjoy a morning cruise.

We ambled along the twisty roads, arriving at Bombini's beautiful restaurant, located just outside of Avoca, nice and early. This gave us plenty of time for a morning coffee, a particularly nice treat, and a chat in the sunshine in the car park. This we filled to the brim with a beautiful collection of Lotuses ranging from the Eleven all the way through to the Evora 400 and a current model Elise.



A fantastic mixture of Lotus old and new at Bombini in Avoca

From there we headed inside for a magnificent lunch served superbly by the Bombini team. We'd like to send a huge 'THANK YOU!' to our wonderful hosts for another excellent event.

Thank you to everyone who came along, joined in the fun and made our yearly celebration such a joy! Scroll along, and enjoy a few photos from the day by Jack McLaughlin and Seth.



Candy and Donna catch up in the Carpark



One of the many rooms at Bombini we occupied

Letters to the Editor

If you have an opinion on any matter relating to the club, please drop an email to t.devitt@bigpond.com



From Brian Caldersmith

I have just had a call from a friend to tell me that he has won 2 tickets to the Abu Dhabi GP in two weeks time. They really are super tickets, seats on the pit balcony, business class flights, 5 star hotel accommodation, all hospitality at the circuit and an invitation to join Ferrari in their entertainment pavilion.

Unhappily this is the weekend of his wedding which was, of course, arranged before he knew of his win.

If anybody would like to take his place he will need to be at St Peter's Parish Church at 1100 hours on Saturday December 10th. The bride's name is Miranda and she will be the one in white.

AUSTRALIA DAY
IN PARRAMATTA

CARnivale is set to return to Parramatta Park this coming Australia Day, the 26th of January, 2017. The event's an awesome opportunity to show off our Club, so we'd love to get involved with a commanding Club Lotus Australia contingent.

The event will celebrate the 60th anniversary of the closure of the Parramatta Park racing circuit and will feature some of the cars that raced there back in 1957. It will, as always, bring together New South Wales' automotive clubs for a spectacular display of Australia's motoring heritage.

Outside of the CARnivale event itself, Parramatta Park will, for you early risers, play host to a hot-air balloon display from 6AM as well as the Parramatta BBQ Festival, a family area including a concert and rides, the Hottest 100 Party in the Park, main-stage concerts and a fireworks finale at the end of the day.

So far we have Lotus classics well-represented with Evan's Elan and Ashton's Eleven, but we'd love to see more of you there!

Organisers have extended online registration for another week until Friday the 25th of November. More details on the CLA Website.

14th November 2016

LOTUS ELITE DIAMOND JUBILEE

AUGUST 12 13, 2017

Folks,

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

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

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

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





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

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

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

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

More news at it comes to hand.

Cheers,
Brian

Vale - Ian Cummins



Sad news from Tasmania that Ian Cummins passed away unexpectedly in early November at the age of 77. Ian was a founder member of HSRCA and held member Number 8. He had been life member and Patron of the Jaguar Drivers Club of Australia for many years.

Ian was very well known and highly regarded amongst the classic car and historic racing fraternity both here and overseas – even working for the late Tom Wheatcroft managing the Donnington Museum quite a few years ago. Ian probably owned more significant historic racing and classic cars over his lifetime than most of us have had hot dinners. From original C & D Type Jaguars, SS100, Ferrari Super Squalo, Ford GT70 prototype just to name a few. After selling Cummins Classic Cars at Mortlake, Ian moved to historic Ross, Tasmania with wife Judith some five years ago where they set up an Antique Shop and two large Motor Houses to display his fantastic classic car and motoring memorabilia collection largely for the benefit of car clubs touring Tasmania. He was also involved with the National Automobile Motor Museum at Launceston where several of his cars have been displayed for various themes.



Ian with his SS 100 in Tasmania

Ian's other passion (aside from his family and a good red wine) was antique Australian military weaponry and memorabilia and he had an impressive collection. He was very well respected in these circles as well. There will be a lot more written about Ian Cummins by several of his closest friends for the next Oily Rag – this is a very small part. I knew Ian well for the past 30 years and we spent a lot of time together this past four years. Ian had so many stories to tell from his colorful life – he was a real character. He will be missed by family and friends very much.

There will be a memorial service for Ian in Sydney in a few weeks' time. More information on this will be provided in due course.

Rick Marks.

CLUB LOTUS AUSTRALIA INC. – MEMBERSHIP APPLICATION

Only this form will be accepted for membership applications or renewals

MEMBER / APPLICANT DETAILS:

Member No.		**Application Date**	
First Name		**Surname**	
Address			
Suburb		**Postcode**	
Home Phone		**Work Phone**	
Fax		**Mobile Phone**	
E-Mail			

FAMILY MEMBERS – same address/household (N.B. Do NOT receive newsletter, e-mails, etc.):

Member No.		**Name**	
Member No.		**Name**	
Member No.		**Name**	

I AM INTERESTED IN (please tick as many as apply):

Competition	**Breakfast Runs**	**Weekends Away**	**Social**	**Concours**	**Technical Nights**

PAYMENT:

Cheque (to *Club Lotus Australia*) or Direct Deposit or Credit Card (MasterCard/Visa Only – *NOTE*, a $3 Handling Charge applies per transaction).

OPTIONS		**You**			**Credit Card Details**
Membership – 1 Year	**$60.00**			**Type**	**Visa / MasterCard**
Membership – 3 Years	**$120.00**			**Card Number**	
Family Membership- 3 Years	**$150.00**			**Cardholder Name**	
Credit Card Handling Fee	**$3.00**			**Expiry Date**	
Your Total Payment					**CLA Bank A/C Details**
				BSB	**633 000**
Deposit Date				**A/C Number**	**144279056**
Payment Reference	**RNW_____**			**A/C Name**	**Club Lotus Australia Inc.**

** For Bank Deposit Reference – use format "RNW+MemberNr+Surname"- e.g. RNW0246BROWN . If Member No. not known use "RNW+Surname".*

Complete the form and:

Post with cheque or Deposit Details to: ***Club Lotus Australia*** ***PO Box 220, STRATHFIELD NSW 2135***	**Scan/e-mail with Deposit or Cr Card Payment Details to Elliott Nicholls (Secretary):** ***enicholls@clublotus.com.au***

CLA 2-Nov-2016

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
January				
February				
	Wednesday, 15 February 2017	CLA Monthly Meeting	6.00pm	TBA
March	Saturday, 11 March 2017	CLA CSCA Round 1	8.00am	Wakefield Park
	Wednesday, 15 March 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 18 March 2017	FoSC	8.00am	SMP Druitt
	Sunday, 19 March 2017	Anne's No piss & wind scones	9.00am	310 Moreton park Rd Douglas Park
April	Sunday, 2 April 2017	MGCC CSCA Round 2	8.00am	SMP North
	Sunday, 9 April 2017	Lotus Lunch	12.30pm	TBA
	Wednesday, 19 April 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 22 April 2017	Lotus 2017	All day	Beechworth Victoria
	Sunday, 23 April 2017	Lotus 2017	All day	Beechworth Victoria
	Monday, 24 April 2017	Lotus 2017	All day	Beechworth Victoria
May	Saturday, 13 May 2017	JDC CSCA Round 3	8.00am	SMP North
	Wednesday, 17 May 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 20 May 2017	FoSC	8.00am	Wakefield Park
	Sunday, 21 May 2017	FoSC	8.00am	Wakefield Park
June				
	Sunday, 18 June 2017	Lotus Lunch	12.30pm	TBA
	Wednesday, 21 June 2017	CLA Monthly Meeting	6.00pm	TBA
July	Saturday, 1 July 2017	AHOC CSCA Round 4	8.00am	Wakefield Park
	Wednesday, 19 July 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 22 July 2017	FoSC	8.00am	SMP Druitt
August	Saturday, 12 August 2017	MOCA CSCA Round 5	8.00am	SMP Brabham
	Saturday, 12 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Sunday, 13 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Wednesday, 16 August 2017	CLA Monthly Meeting	6.00pm	TBA
September				
	Sunday, 10 September 2017	Lotus Lunch	12.30pm	TBA
	Wednesday, 20 September 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 24 September 2017	SCCA CSCA Round 6	8.00am	SMP South
	Sunday, 24 September 2017	Beyond Vlue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
October	Sunday, 1 October 2017	FoSC	8.00am	SMP Amaroo
	Sunday, 15 October 2017	TSOA CSCA Round 7	8.00am	Wakefield Park
	Wednesday, 18 October 2017	CLA Monthly Meeting	6.00pm	TBA
November				
	Wednesday, 22 November 2017	CLA Monthly Meeting	6.00pm	TBA
Decenber				
		CLA Christmas Party		

For lease / Rent

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



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

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

Rollerdoors at both ends - flat paved driveway access

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

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

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

$200 a week.

Prefer CLA member,

Call Andrew 0410 963 440



For Sale



FOR SALE - to make way for an Evora

Anne Blackwood 's 1968 S4 DHC Elan.

$45,000

For full details :

Tel. 0413 221 123

anne_blackwood@hotmail.com

For Sale



Lotus Elan +2 S130/5 (very late model 1972):

This is the last production run of the +2 model, and is fitted with a 130HP Big Valve motor plus a Lotus manufactured 5 speed gearbox. This gearbox was built by Lotus for the new Elite, and was fitted to the last production run of the +2's.
The car has matching numbers on both chassis plate and motor. Motor is the original "L" block and has just been refitted after a rebuild. The interior is the original Oatmeal upholstery, which needs to be freshened up.
The car is in totally original condition, with optional Lotus, Aluminium peg drive knock off wheels, and a sun roof.

PRICED AT $25k

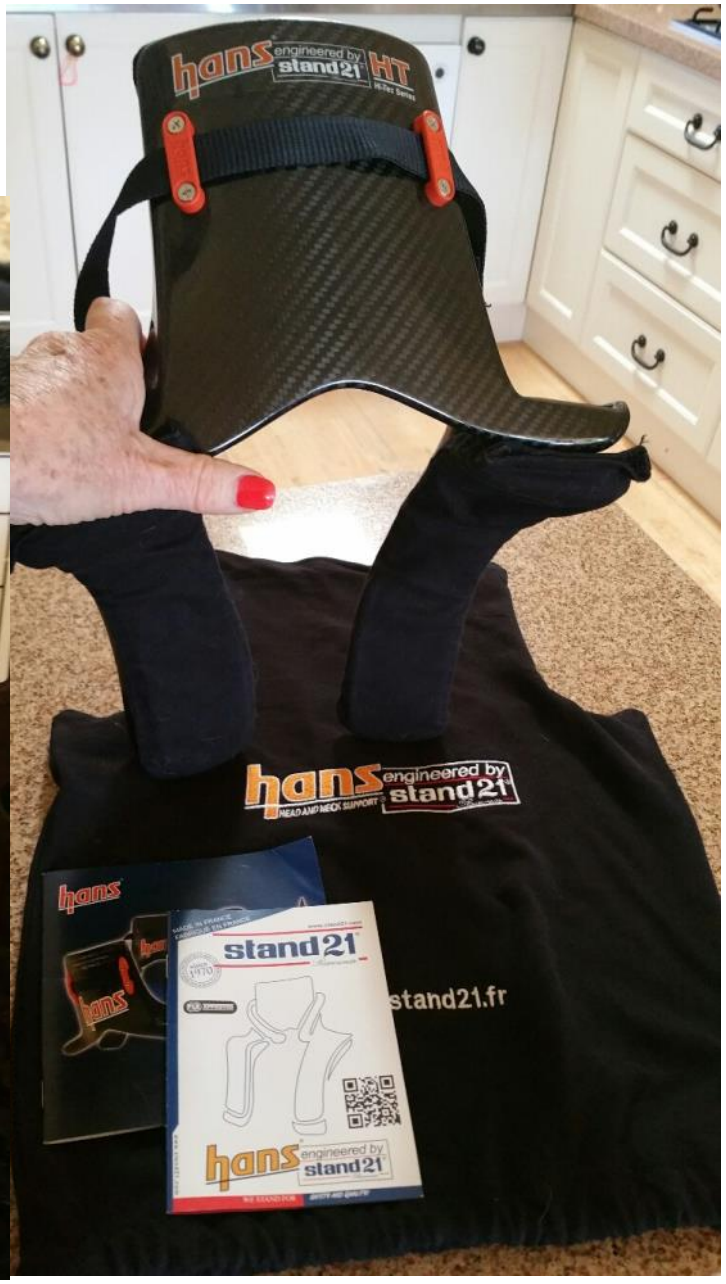
The car is located in Port Stephens. For more information and photos, please contact Mike Ryves on 0407 226 753 or email mike.ryves@bigpond.com

For Sale

Anne Blackwood is offering this as-new and unused Stand 21 HANS 30M Device for sale.

It was bought new at a cost of $1300 and not used. Anne is asking $850 for it.





Please contact Anne on 0413 221 123