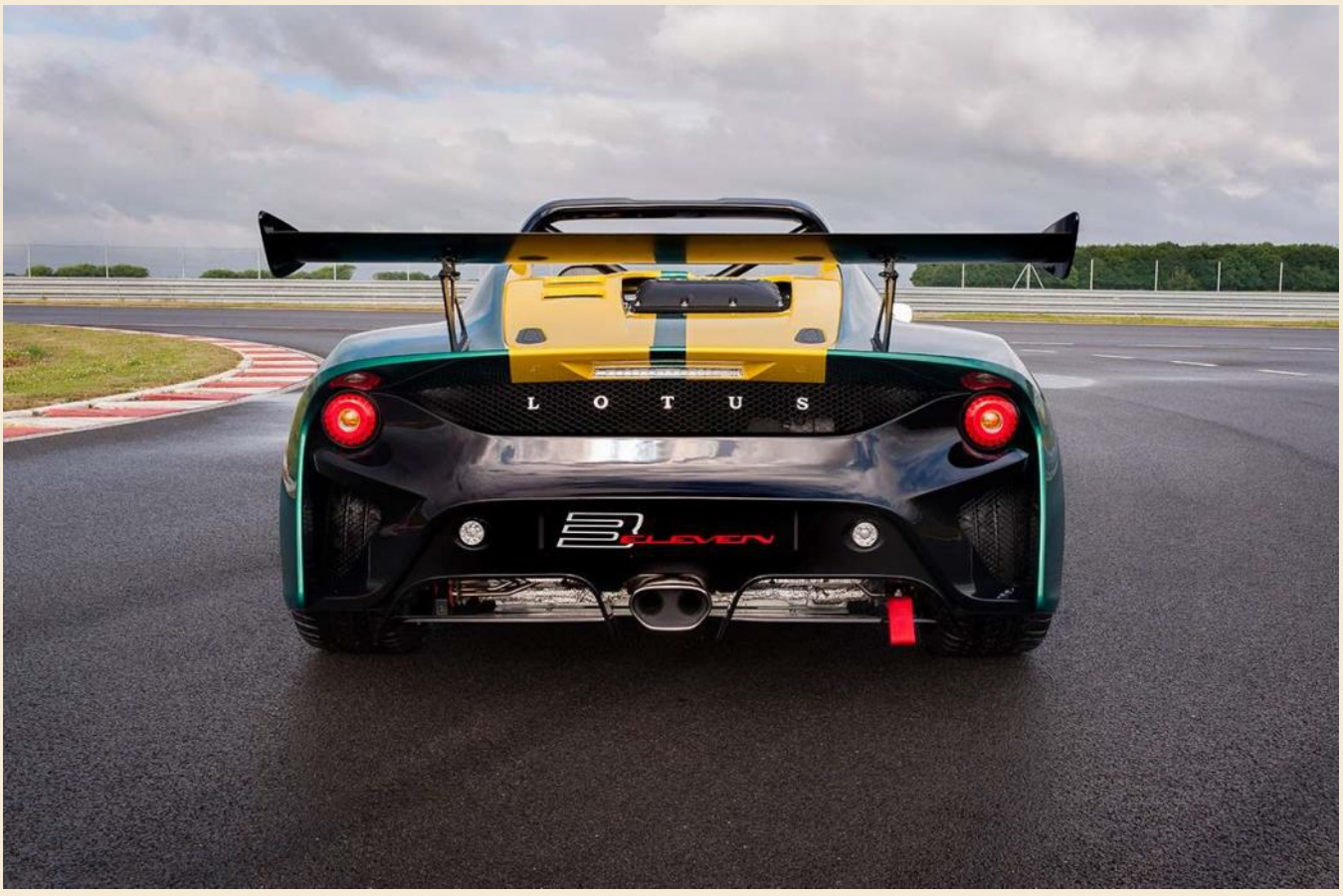
February 2016

CHUNKY'S CHATTER



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



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Club Lotus Australia
February 2016

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

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Cover Photo. The new Lotus 3 Eleven, the fastest Lotus ever.

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Presidents Prattle
With Ashton Roskill

Well here we are the wrong side of 'Straya Day and fast heading into 2016 and everything that brings us....

As you will have hopefully noticed over the last couple of months, we have started using the webmail newsletter as our principal reminder mechanism for events, so I don't have to hassle you here; please also remember that the Club's calendar on the website is our "gold standard" so we aim to keep that as up to date as possible.

Notwithstanding that, I need to draw your attention to a few exciting upcoming events: Feb 6th sees CLA kick off the CSCA Championships at Wakefield; then we have our first Shed Tour to Daniel Bando's (by his admission compact) Shed on February 17th (third Wednesday of the month please note); in early March (4-6th) we have the first weekend run of the year to Thredbo (see details elsewhere here) and then to cap off March we will be gathering at Simply Sports Cars for our General Meeting on March 16th for a visual feast of in-car footage from John Bower's Jim Clarke Type 25 being punted around at Goodwood by Andy Middlehurst, and then some footage shot at Monaco Historique by the Classic Team Lotus crew. Can't wait.

We had our first Committee meeting of the year in early January and the minutes and actions are up on the members area of the website; all comments and feedback gratefully received - I know you know how hard the Committee works on your behalf but I'll say it anyway - thanks guys.

This year is the Diamond Jubilee for the Lotus Eleven so we are hoping to get as many of the 10 local cars (4% of the global population!) together at Retro Racefest over the Queens Birthday weekend in June; next year (2017) will be the Diamond Jubilee



The Tuft's Eleven. So close you can almost taste it!!

for the Elite (Type 14) and Brian Caldersmith is already geeing up as many of the 40-something owners for that. Please feel free to come along to support these events as it takes a lot of effort to pull these cars (and their owners!) out of the woodwork and together.

As always may I make a plea to you all to consider putting pen to paper with some photos of whatever you are enjoying doing with your car and/or your friends - we love reading about it all and photos brighten up everyone's day.

Enough from me - have a great month, and if the rain stops I hope you get the car out!

Keep safe, upright and on the black stuff

Pip pip

Ashton

New members

Geoffrey Francis - Nightfall Blue Elise

Steven Sher -Matt Black Exige S

From the Editor
Tom Devitt

Well my great plans, and New Years Resolution, to get the Newsletter out before the first of the month came crashing down in a big way when I found myself in the Cardiac Ward of Royal Prince Alfred hospital with wires and tubes coming out of me and a very serious looking doctor waving his finger at me. Anyway the magical technology of inserting stents into clogged arteries performed its job and I am now back and operational again. Although I didn't get the "Don't start any long books or buy any green bananas" lecture, I was told to be more sensible with my life style, so I guess that means beer & pizza are out.



Barely finished and looking rather drab in a coat of matt- black, hastily applied in the early hours of that morning, much to my neighbours delight. Many thanks to Marc Schagen for this photo

Anyway, back on the Lotus front, February saw the disappearance of the Lotus F1 team with the name being dropped after its sale to Renault. We have a quick look over the last few turbulent years of the Enstone based Lotus team. With their departure we will say a fond farewell to all those characters that have entertained us, and also, sadly, the grid girls!

I am sure we are all still reeling from the news of Maurice Blackwood's death, his Daughter Jennifer has sent us this link to a beautiful and heartwarming photographic montage of Maurice's life. You can source it with this link:

https://drive.google.com/file/d/0B5U_9WJhmTx0b21pOUdaaHZ2MXc/view?usp=sharing

When I mentioned in the last CC of the support he gave me in building my Lotus 20, Marc Schagen sent me a series of photos of the car that he had. Lo and behold there is Maurice with me the very first time it moved under its own power. I remember telling him that I was so nervous that 'I was shi**ing blue lights', and him very calmly assuring me that everything would be OK. Very similar sentiments to those that Robert Bryden recalls in his very moving 'open letter' to Maurice elsewhere in this issue.

Additionally we have the regular contribution from Mike Basquil including the competition dates for CSCA Events this year.

Some news from WA and SA and the date of our first Lotus Lunch for 2016.

Finally, how about this for a first. Five pages of classifieds

Tom

From the Track

with Mike Basquil

2016 CSCA January Report

2016 is here and we have hit the ground running behind the scenes and with the first round of the Series about to be run I've come to the conclusion that Motorsport without any on track action is more like hard work than fun. Round 1 will be held about the same time as you get the newsletter so next issue will have a run down of all the fun, it is pleasing to not we have some new runners to swell the ranks and even a couple of ladies to add to the CLA mix. This years calendar is pretty well spread in contrast to previous years and combined with the NSW State Championship Events I'm sure there will be more than enough track time available to suit the busy schedules we commit ourselves to CSCA dates are:

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

Please make a note in your diaries – you would be surprised how many times I'm asked "when is the next Event?" All efforts has been made to avoid clashed with other events folks may want to participate or spectate in with all the associated grovelling and horse trading between venues and other hirers that has become customary when putting a calendar together spread over the several disciplines within Motorsport. This years' season starts early and finishes early but combined with the Lotus Only Track Days I think we can supply something for everybody, at present I looking for a cancellation midweek some time in November to run a Club Track day at Wakefield Park so we don't go into withdrawal late in the year.

Unfortunately our Presentation Night has had to be postponed till Wednesday 24th February at the Carlingford Bowling Club cnr Pennant Hills Road and Events Street Carlingford from 7pm. There is plenty of safe Lotus friendly parking available with drinks and food provided, as CLA took the bulk of the trophies on offer it would be good if we have all trophy winners were available to collect there prizes. Those that may not have won prises are more than welcome to attend as this night is one to catch up without the pressure of competition. At present Round 1 isn't fully subscribed but I'm confident we will get past the break even point and a fun day is ensured, and with 30% of the field being from Lotus it will be a great social day.

No doubt you may have become aware of the Management changes within the AASA organisation this has meant a few procedural and administration changes to the way we run events at Wakefield Park, I'm sure as a competitor you won't notice much change at our events but if you need a AASA Licence or are attending one of their track Day I advise you to check their website as to availability and requirement before you arrive. The main change is you can no longer arrive and purchase a yearly licence this requires you to go through their website and takes a couple of weeks to process, the alternative is to purchase a 1 day licence but naturally this is much more expensive. All other regulation changes bring this group more or less inline with CAMS requirements regarding safety and equipment, further details can be found on their website http://www.aasa.com.au/

Many of our more enthusiastic competitors have registered for the NSW Supersprint Championship this Series has become every bit if not more popular then CSCA, while this is run under different rules the same philosophies prevail, giving competitors value for money in a safe environment. Registrations have now closed as we reached our cap of 230 registrants get first chance at Entering events and IF spaces are available Joe Public can enter all events last season were fully subscribed. If you are interested you can express an interest in Registering and you will be sent all the documents for 2017 season late this year then it is first in best dressed, for 2016 I pretty sure all that posted an EOI have registered full details of this championship can be found at http://www.supersprints.com.au/.

This lead into the next item to bring to every bodies attention the Australian Supersprint Championship this year they are to be held at Winton Motor Raceway Benalla over the weekend of the 23rd & 24th April hosted by the MSCA, with the Lotus Club Victoria being an integral part of this organisation I sure you will be made welcome. Many of us have enjoyed Winton at the LOTD now is your opportunity to show what our Marque is made of, be warned though accommodation isn't all that plentiful so if you are going to have a go book early to avoid disappointment.

See you at the Track,

Mike Basquil

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

Well, I may have taken a while to get there, but I think finding Geoff Wheeler was a good thing....while I have been away, he has got the car to where it needed to be about three months ago, so I am feeling a lot happier with progress, although the likelihood of getting it ready for October are pretty slim to say the least!

24th July 2015

Blimey, it's been a while....and not a lot has happened I have to admit; being made redundant in June caused me to stop spending money on the car for a few weeks, but now that problem has resolved, the bigger issue is how to get the engine built, as this is now the critical path.

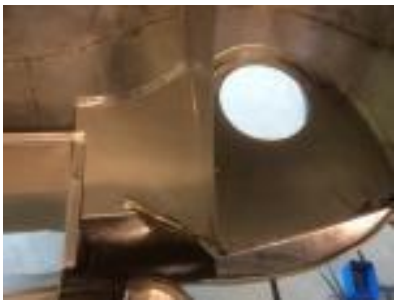


The inside of the clam with both mudguards formed up



Detail of the offside wheelarch

Originally Bruce's son Nick was going to do it, but he has other competing priorities, so I think I need to find an alternative; the visit to Trevor's shed allowed me to get in touch with Lou Russo, and he could be a good find, except he's in Melbourne! One or two other options exist in Sydney which I need to explore, and I need to get Geoff back on the case to get the bodywork finished Fun fun fun.....decisions decision I'm heading up to see Geoff next week, so will try to get some more recent photos....



Detail of the cowls for the headlight and radiator

27th July 2015

OK, this should make you laugh....

Having explored the various third party engine builders options available to me, I had concluded that my best bet was either to send it to Melbourne or back to the UK. So I sent a note to the Eleven Owners Group (no such thing exists, but there is an email list I have of some of the more helpful owners, who have proven to be invaluable in their assistance, knowledge and opinions!), and Ed Holly (green S2 Eleven, Elan S3, Elite, and S2 Seven as well as a BT6 for those who've not had the pleasure of meeting Ed) has offered to allow me to use his facilities and pick his brains on the two Climax engines he has built for his Elite and Eleven.

So I am going to build it myself (with a little help from Ed).

Before you fall off your seat, I have also just spent most of this afternoon with Bruce Mansell, who knows more about these engines than pretty much anyone in existence, and he thought it a good idea, and has offered his kind support for the project, which is as well, because it's certainly not a simple "bolt it up and she'll be right" build.....

First challenge he gave me was to get the bearing cases line bored, and the bores reamed to accept the liners I have bought from Tony Mantle in the UK. Take the block to Parry's in Arncliffe he suggested; unfortunately they closed up shop last year Apparently there is a guy out in Penrith who has developed some of the requisite skills, so I am heading to Ed's tomorrow to discuss in more detail.

Other than that, I also have to order a sump from Tony Mantle, a high volume oil pump from Glyn Peacock, and a set of replacement capscrews for the sump.

Then I need to get the oilways redrilled according to Bruce's specifications so the oil flows the right way through the oil cooler and filter - sounds simple, but probably isn't!

Next I have to work out the bearings required - the mains are possibly Ford, with the big ends BMC, or it might be the other way around

And then get a water pump, nose pulley, timing chain, dynamo, speedo drive (off said dynamo) and probably a host of other bits I have yet to find I need...

Ah well, another few steps forward and a few more back - that's projects for you

At least I have been able to give Geoff the go-ahead to finalise the bodywork, so will be up there on Wednesday with a bootfull of bits for him to tinker with....

14th September 2015

Ho hum, back on track, the engine build is progressing two steps forward one back, as usual; the crank and conrods have been away for stress testing, the block has been cleaned, tested and Locktited (is that a verb?) and I've got an even longer shopping list than before...not only do I need to add a clutch and flywheel assembly to the list, but at some point a few weeks ago, some thieving vermin lowlife helped himself (possibly around here it could have been herself) to my rib-cased gearbox. Git. Lucky I have a few spares, but I don't have a second set of the close ratio gears that was in the ribbed box. B*gger. That'll teach me to leave to door open for five minutes while I run the car round the corner....
I've picked up and delivered a few boxes of the moving parts for the engine, and so far Garth Selig, who is doing all the machining, seems to think it should go together OK - so that's a relief! It's just that he keeps asking me for information I simply don't have - clearances, tolerances, gaps, bolt ARP (?) numbers and all sorts of other mechanic-speak. Honestly, I could write a dictionary.
Otherwise, the bodywork is nearly there, the tank needs a bit of work to fit it, and then the hole needs cutting, and then the suspension all needs stripping and refitting.....

21st November 2015

OK, so slightly embarrassingly, I have to admit that the local scumbags were not guilty of helping themselves - I had actually dropped it off to Geoff the last time I went up there, but when I ask him, he couldn't find it initially (and I missed his message to say he'd found it!). Long story short, I have the close ratio gear set - PHEW!
Good news is that the latest parcel of bits, including clutch, flywheel, starter ring, and a load of nuts, bolts and assorted fixings is en route from Mike Brotherwood, so that will allow Garth to put the finishing touches to the engine, and then its a simple matter of putting it together and popping it in the chassis. Surely?
Meanwhile said chassis is close to completion
- the fuel tank has been fabricated (the one I bought was for an S2, and Geoff couldn't bring himself to butcher it so he built one, as you do),
- the rear mount for the gearbox has been designed and fabricated (which is critical as it is the only fixing point for the back of the engine, and has the whole lateral force of engine and gearbox through it when cornering, and the original design was typically flimsy and lasted one race if you were lucky before letting go and allowing the drive shaft to flail around in the cockpit - nice!); and
- the transmission tunnel has been adjusted to accommodate the gearbox (and allow access in case of the need to, for example, change or top up the oil!)







Now just waiting on the Monz cap to arrive in the parcel above, and that can then be welded up to the tank, and then the hole can be cut in the scuttle, et voila!
Windscreen surrounds and windscreens will need to be fitted, as will the doors, but both these need to wait until the tank is fitted with the filler, as the scuttle is the stressed member across the car so needs to be in place first.

An Open Letter to Maurice Blackwood

Robert Bryden

Maurice , I hope you'll forgive me for missing the celebration of your life , being overseas at the time. I thought it best if I wrote and made it open , having missed the opportunity to be there and listen and speak in person about you and what you meant to me and everyone there.

But first, the dress code , how appropriate that it be ''bright and with toys'' ! No dark sombre suits for a celebration involving you! Maurice, you'll not be surprised to hear I would've been there in a bright green Exige, wearing red chinos over green boat shoes , with a red and green checked shirt . I know you would've loved it knowing your choice in ski gear so well.

There's so many qualities about you that everyone saw that, totalled together spelt 'Gentleman'. You were always a perfect gentleman, in every way possible. You might not remember it but I never forgot the first time we met. It was at the CLA round of the CSCA Super Sprints.

It was my very first timed track event, having only done a few dry Burrows Days at Eastern Creek and I was there only due to the encouragement of Mike B. I was extremely nervous to be out there on a track I'd never been on before, with a timer stuck on, a newby mug amongst a group of very experienced and talented drivers . plus – it was raining…

You were the Clerk of Course and gave a comprehensive and helpful briefing [haven't heard one as good since] and as I'd heard of you and Anne I went up to you after the briefing to introduce myself as a CLA newby and nervous first timer on a [wet] track . With a firm handshake you said '' welcome Rob , Maurice Blackwood. I heard you were coming, you'll have a great time I'm sure '' how you would remember a newbie was coming, with an entry of 100+ is something that really impressed .

We continued our conversation and I explained my concern about getting in the way of proper drivers and constant rain and wet track . You said '' you'll be fine , I think the best way of driving in the wet is to have fun , drive within your comfort zone and keep a light touch . Be gentle with the car in the wet, just try to be smooth and keep off the painted bits – they'll be like ice ''.

What brilliant advice you gave Maurice. As usual you were right and being gentle worked . I was delighted when, after the event, you made the time to find me in the pits , ask how it was , had I enjoyed it and how you hoped I would become a regular. '' well done Rob ,I saw you going round , very smooth like we spoke about and by the way , there were only two CLA entries that didn't spin or go off – you were one of them ''. It wasn't the fact that I didn't spin [I was going way too slow for that] it was your making the time to encourage a newbie and to make that effort and point , knowing how nervous I'd been about it . A true gentleman.



The bottle of scotch we put aside to share next ski season

We got to know each other very well in the ensuing years and did many other car events together and you always were there for advice, encouragement and to help . Indeed, I'll never forget the time at Wakefield when I was feeling blue , discussing it with you and next thing, you'd arranged for us to pack up early and go to look at an Elan for sale '' '' You need a break and to get away to clear your mind , let's leave early and I'll show you an Elan that's for sale '' . You '' got it ''. It was a really cheering thing to do, it worked and something I'll always be grateful for ….. although I did get into trouble at home for '' being late ''….

I remember asking you if you skied…. Well that led to another part of the Maurice years! You became a regular at the annual Redbank Lodge Men's Ski Weekend at Thredbo, 30 odd [pun intended] blokes away for 4 days of ski lessons , wine , food and massage and in our case , a little bit of scotch too . The way you fitted in with this brand new group of blokes, your firm handshake , strong eye contact ,pitching in to help at every opportunity – your immediate popularity there was obvious .

Your self deprecation was another feature that endeared you to all at the ski weekend … remember the '' Best Stack Competition ''? You had a helmet mounted go-pro camera and our group was going with our instructor through some off piste stuff … you caught an edge , spun around , tumbled and it was all caught on film from the

top of your head , for all to see when you volunteered the film be shown on the big screen at the Lodge.

I don't think you were disappointed to get second place stack, as Perth's Lotus driver and ski weekend attendee, Richard Coopers stack was also caught on film and involved a barrel roll . I remember the smile on your face when the votes were been taken. Much laughter all round and you were really happy to laugh along. Great times.

And on the skiing front – we would never lose you Maurice in your bright yellow pants and parka ! Your putting others ahead of yourself came out clearly in our first trip to Utah .

Remember how the weather fooled you , it was bright and sunny and on your first day you wore your "Perisher Rig '' , the Bumble Bee parka and pants , sunglasses and an ear warmer , thinking the sun meant it would be about 5-6 degrees , like it is back home . I had on multiple layers under pants n parka , neck warmer , glove liners , goggles , insulated helmet – the works , gees I thought you were TOUGH ...it was about 8 below freezing despite the sun !! You soldiered on skiing with the group and we asked you if you were ok as it was pretty cold but being the total gentleman, you didn't want to hold up the group while you got extra layers on – we conspired to have a break near a shop and you came out a LOT warmer . You always put others ahead of yourself, always.



Patented Ebony Brand ski glove and boot Warmer

It may also explain the patented Ebony brand glove and boot warming device you designed and built using only the essential tools, your hand, duct tape and a knife skilfully applied to hairdryers and plastic pipe. The picture explains a thousand words and your nightly ritual became warming up everyone's gloves and boots. A true gentleman again.

Remember the other mischief you got up to in Utah? Wearing your famous Fred Flintstone hat down the main street, leading to many chats with curious sweet young passers by! Anne [along with the rest of us] was in hysterics as they hit on you.

Then the Bob Sled experience .... Once you found out the Olympic Bob Sled course had passenger rides, we couldn't keep you two away. Remember the induction room, full of Americans , getting their names read out and they went forward to pick up the stuff .

Only difference was you and Anne wore the Rastafarian Jamaican Bob sled Team hats [with dreadlocks and all] , when you were called out front while your support team [us] yelled and cheered as you waltzed down the front . What a laugh you both gave all in that room! And what a laugh we all had later when you told us all about the 28 seconds of terror you paid for .... Jumping out of a plane came next I recall.

You also gave us a laugh in that amazing hire car, not for you a boring Reasonably Priced Car – you rented the biggest baddest most powerful Dodge Challenger you could find ! Awesome .... we loved watching you expertly drift it up the snowy road outside ''Kangaroo Court'' as it became known by the locals , due to the Kangaroo road sign you gave me to hang out front , complete with drawn on skis and poles and goggles. Love ya work!

Maurice, remember when we talked about where we both lived and your eyes lit up when I mentioned 'near Goat Island ' . That's where you lived as a boy and we talked many times about your childhood exploits and memories there. This of course led to your joining the sailing crew and what a valuable member you became, always the first to volunteer to fix things, to get into the bilge and even to get out on the trapeze when needed .. we only Tea Bagged you once and you remembered the cardinal rule – never let go of the boat!

Your great humour , sailing skills and ability to chip in and sort things were particularly missed on board when after a few years on the crew , the travelling became too much... I'd always hoped you'd be able to re-join but sadly it's not to be.

You offered to and did mentor me at my first real Car Race. You helped me get interested in Historics and helped me find a car. The support you gave was always amazing. You inspired the best to come out in all around you and you never had a bad word about anyone.

We spoke and messaged regularly and always asked '' is everything Ok ''. It looked like all was improving and we spoke about historic registration rules just before we lost you.

The only area where it didn't work out Maurice, was in trying to teach me to empty the restroom cassette on a rented Mobile Home.... Despite you best efforts I never got the Restroom Badge and I know I let you down there. Apologies.

Dear friend , there's many reading this who have similar stories of laughter love and respect for you ,I miss you heaps Maurice and hope this makes up for not being there when you needed me most.

Missing you mate, Rob

Quokka Talk and Christmas BBQ Fun

By Eddie Lankhorst

Wow, last year just seemed like a flash and now it's a new year, Welcome 2016. This year Club Lotus WA will be holding our usual array of events and I will try and get a club sprint championship happening.

So to start with we have on the second Monday of each month our regular Boab Tree Meet n Eat in Kings Park at 6pm and then leaving around 6.45 for a brief drive and a bit to eat. On the following Sunday we hold our regular Early Morning Run (EMR) meeting at Guildford railway carpark James Street and driving to a different location via some "Lotus friendly" roads.

Now 2016 I am introducing 5 rounds for our Club Sprint championship to be held at the RAC Driving Centre. Dates are 7th Feb, 10th Apr, 29th May, 31st Jul, and 11th Sept. There will be two simple categories, Natural Aspirated Cars and Forced Induction Cars and points allocated for first, second, third and for participating. Its only five rounds so don't miss out on the excitement of competing with other Loti at each event.

Hoping to also arrange some more Go Karting and simulator racing fun. Unfortunately, last year there was little interest in go Karting but this year will be different as I am sure you will all be interested in honing your skills on the track.

Look forward to seeing you all out there enjoying your car and being an active part of your club.

Christmas BBQ

On a beautiful Perth morning we held a small drive through the hills giving our hosts Chris and Jane time to prepare their country retreat for our arrival. We had 26 attendees to our little BBQ with lots of space on the Mason's balcony.

However, prior to the day we had lots of organising to do, Chris was busy gathering tables and chairs from his work through the week and contributed a couple of surprise prizes, Wayne arranged his butcher for meat parcels for everyone, and Vicky and I we busing preparing a selection of healthy and yummy salads.

The day was great way to catch up with some new faces and make new friends. As an ice breaker, Vicky arranged some fun games as a means to hand out the prizes Chris donated. We hope that everyone enjoyed the day and will be enthused to join in on more events through the year.



Alan & Karen Forward, Paul Bui & Shirlyn



Daryl & Tarlee, Robyn & John Dickenson



Cute Bousfield kids



Paul and Sue Bousfield



John and Wayne trying to be the first to get that Oreo in their mouth



Steve & Les playing the Oreo game

Formula 1 News

The last!

On the once bountiful Lotus F1 website there is now only one page with this forlorn little message

"The Formula 1 team known as Lotus F1 has raced its last race"

It has been a roller-coaster seven years since the name re-emerged after the original Team Lotus finally closed its doors in 1994. Its lineage can be traced back to 1981 when Toleman Motorsport team was formed. In 1985 the team was purchased by the Benetton family and renamed the following year. In 92 it moved to Enstone and Michael Schumacher took out the drivers' championship in 94 and 95 and the team, the constructors' championship in 95. In 2000 Renault bought the team and it became Renault F1 in 2002. Fernando Alonso won the drivers' championship in 2005 and 2006 and the team again won the constructors' championship in both years.

Meanwhile in 2010 the Malaysian owner of Air Asia, Tony Fernandes decided to go into Motor Racing and got the OK from Group Lotus to use the name for his team. In 2011, Lotus withdrew this permission and Fernandes bought the Team Lotus name from its then owner David Hunt* (brother of James Hunt). Renault sold the team to Genii Capital. Lotus cars now got involved with the team and it was renamed Lotus Renault GP. This meant for the new season there were 2 F1 teams bearing the name Lotus.



Ahh.. The good old days!!. Tony Fernandes and Richard Branson had a bet as to whose F1 team would finish ahead in that years Championship. The looser was to dress up as a flight attendant and server the drinks on the others airline. Here Branson, who lost, is serving Fernandez on an Air Asia flight to the UK.

The lawyers of course had a field day as Fernandes and Group Lotus sued the pants off one another. In the end it was Tony that blinked first and he went off and purchased Caterham cars and so renamed his team Caterham F1. By the end of 2014 it was an empty shell of a team and disappeared into dust. In 2012 the old Renault team was now named Lotus F1 Team and Kimi Raikkonen returned from a 2 year F1 break to drive for the team.

For 2012 The team finished 4th in the constructers championship and Kimi scored their first victory at Abu Dhabi. The 2013 saw a spectacular start when Raikkonen won the Australian Grand Prix and there were several podiums for him and fellow diver Romain Grosjean throughout the year. Kimi left the team before the start of the 2014 season and the team's fortunes never really recovered. Grosjean's new fellow team driver was Pastor Maldonado who brought much needed sponsorship from PDVSA (the Venezuelan government-operated oil company). The team struggled for that year and 2015 as the glamour slowly wore away and DNF's became the order of the day and sponsors bailed out.

The Enstone team was sold back to Renault on the 18th December 2015 and on the 3rd February this year the Lotus name was dropped and the team became Renault Sport F1.

**Sadly David Hunt passes away earlier this year*

Cover Story the Lotus 3 Eleven

Lotus are saying that it lapped the Nurburgring in 7 minutes and 6 seconds, but this time was calculated by adding sector times from 2 good laps. The only trouble with getting a fast lap there is that every man and his dog are out on the circuit playing Mario Andretti wringing the neck of their 1.5l diesel golf and getting in everybody's way.

Lotus' test driver Marc Basseng said that with the track to itself, the 3-Eleven could be able to break the sub-7min lap time barrier. In fact at its release, Lotus CEO Jean-Marc Gales was confident that his car would be "not far away" from the sub-7min time posted by Porsche's £1 million 918 Spyder.

The car comes in two versions - Road and Race - costing between £82,500 and £116,500, depending on specification. Gales has called the 3-Eleven "an uncompromised manifestation of the Lotus idiom" that delivers "legendary handling and blistering speed". In Race form, it lapped Lotus' Hethel circuit in just 1min 19.5sec, more than 10sec faster than the next-quickest Lotus.

Straight-line performance is spectacular with the Race version of the car doing 0-60mph in 2.9sec, which puts it plonk into McLaren P1 and Ferrari territory. Flat out, the 3-Eleven can top 174mph in Race trim, and the Road model, on a slightly taller gearing, can do 180mph. The engine is a transverse, midmounted version of Lotus's 3.5-litre Toyota-sourced V6, with the supercharger, integrated charge cooler and engine management electronics designed at Hethel. Power is 453bhp at 7000rpm, and maximum torque is 332lb ft. at 3500rpm. The Road variant has a maximum power of 404bhp.



The road-going 3-Eleven gets a conventional six-speed H-pattern gearbox (with racing clutch) and the Race version has an Xtrac sequential six-speed paddle shift 'box. Both have Torsentype limited-slip differentials.

The car has a bonded and riveted aluminium monocoque tub chassis. The Road model's roll cage incorporates extra side impact bars, and the Race cage has additional bars to meet FIA international race regulations.

The cockpit treatment is minimalistic. There's an aero screen, the instrument pack is designed around a single TFT screen, and the driver's seat is a lightweight Lotus-designed bucket. A quick-release steering wheel and four-point harness are both standard.

Both the Race and Road models get an all-independent suspension with lightweight coil-sprung double wishbones, special Ohlins dampers and adjustable front anti-roll bars, lightweight forged alloy wheels (18in front, 19in rear) and either Michelin Pilot Super Sport tyres (Road) or Michelin Cup 2s (Race). Both also get two-piece cross-drilled and vented disc brakes with AP Racing four-piston calipers.

Anticipating strong worldwide demand for the 3-Eleven and the recently announced Evora 400, Lotus is splitting its Hethel production onto two lines, Evora and The Rest, and ramping up production to 70 cars a week by this September from the current 45.

The company expects to take about two years to build the planned batch of 311 cars, selling them both through dealers and from its Racing department. Deliveries will commence next month.

CONDITIONAL REGISTRATION & CLUB PLATES SCHEME.

From Alan Pate & Keith Edwards.

Club Lotus Australia will continue to support members who opt to put their vehicles on this scheme.

Due to our recent sad loss of Maurice Blackwood, we have appointed Committee members Alan Pate & Keith Edwards to jointly continue managing the scheme as our Plates Officers.

It is worthwhile restating the Rules that apply;

Vehicles must be over 30 years old to be eligible and be capable of obtaining a "Pink Slip" from a registered inspector.

The Certificate of Conditional Registration from the Roads & Maritime Services (RMS) will be accompanied by a "Historic Vehicle Declaration" form that should be completed with member and car details and the Safety Inspection Report (pink slip). Both these should be sent to the Club Plates Officers (at either address below) for ensuring the member is financial and the car details are correct. It will be stamped and returned to the member for submission to NSW RMS.

In certain circumstances one of the Club Plates Officers may accept a "Club Lotus Club Plate Roadworthy Declaration" form which is a signed declaration by the club member owner of the vehicle that it has been checked by the owner who declares it to be roadworthy. This is at the discretion of the Club Plates Officers.

Trial 60 Day Log Book Scheme

At present the NSW RMS is trialling a "60 Day Log Book" system which allows for "movement" of Conditionally Registered vehicles while obviating the need for members to inform Club Officials when needing to go on longer trips than "local servicing" runs that are not gazetted. Gazetted events are those appearing on the Club Website Calendar. For members not yet signed up for this scheme, Alan & Keith will continue to enter authorised movements in a Journal, so that members should continue to advise Alan or Keith of impending longer trips. The outcome of the Log Book trial will be passed on as soon as it is finalised and as CLA is a participating club, individual members are welcome to join the trial; you need to take your rego docs to the RMS for conversion (at no additional cost).

Contacts;

Alan Pate 59 New Street Balgowlah Heights 2093

Mob. 0409914455

or 0299498601.

E-mail panda503@westnet.com.au

Keith Edwards 52 Kintore Street Wahroonga 2076

Mob.0417286976 or 02 94874205.

E-mail pridgen@bigpond.com.au

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

at the Long Reef Golf Club, End Anzac Avenue Collaroy

Sunday 23rd April, 12.30 pm



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

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

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

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

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

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

Bookings essential to

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



South Australian Lotus Talk

An occasional contribution from the SA Delegate. Andrew Stevens

A Year in Review

Well, by the time you read this, we'll have enjoyed our last monthly run, and celebrated Christmas lunch at Golding's Winery in the Adelaide Hills. It's been a fabulous year, with the highlight being Lotus 2015 in October. So let's look back on the year that was.

The Sunday run's kicked off in the 1st week of the new year, and attendance built throughout the year. As always, winter tends to diminish enthusiasm, but given Adelaide's mild winter, we only had one occasion where the wet weather spoiled the fun for those who drive with wind in the hair. Our numbers grew through the year, particularly with the Evora community expanding.

February saw a great Lotus attendance at the All British Day at Echunga. With our largest ever turnout, the 17 strong Lotus contingent attracted plenty of attention.

March saw the SSC boys in town with Tony Alford and Mark O'Connor racing the Donut King Exige in the GT Championship.

In April, we announced Richard Parramint as our special guest for Lotus 2015, and had Mark Tiddy's 340R, Lee Rolph's S2 Elise and Mike Bacchia's superb Lotus Esprit on display at the Celebration of the Motor Car at Carrick Hill. Meanwhile Ian Peters and your scribe travelled to Wakefield Park to represent SA at the Lotus Only Track Day, Ian returning with the Mottram Trophy after winning the last race of the day.

May had the MSCA 6 hour coincide with the monthly run. The Lotus team had bags of fun, and despite a well thought out strategy by Ian Peters, the implementation left something to be desired. While we were quick, we didn't trouble the top end of the point score.

In July, Chris Weddle had fun at the second SSC Lotus Only Track Day, while the rest of us braved the weather for the monthly Sunday run.

In September, SSC returned to SA and did a roaring trade, servicing, upgrading and generally fettling a variety of Lotus ahead of the Lotus 2015 national event.

October was our big month, with Lotus 2015 held over the long weekend in the Barossa, the Masters Games, and the Adelaide Motorsport Festival.

The Lotus 2015 saw guests from all over Australia bring their collection of Lotus to SA. The Barossa Valley was a vision splendid as the interstate guests arrived, and remained on song for the whole weekend.

From the welcome BBQ on the Friday night, there was a buzz about the place as friendships were made or rekindled. The National Concours D'Elegance at Birdwood Mill on the Saturday saw the 7- Lotus turn the lawn behind the museum into a riot of colour. Many participants took the opportunity to explore the region before the Charity Auction in the evening.

The October Sunday run was moved forward to the Saturday, enabling the rest of the Adelaide crowd to enjoy the drive to Birdwood and join the fun of the Concours.

The Lotus 2015 Charity Auction in support of the CFS Foundation saw spirited bidding and friendly interstate rivalry. At the end of the night, nearly $10,000 had been raised for the CFS Volunteers.

The following day saw participants split their attention between the Supersprint at Mallala, and the bus tour of the Barossa that included a scenic helicopter flight. Events finished up in time to allow everyone to freshen up for the celebration dinner at Yalumba.

Before we knew it, we were all boarding the busses to head home after a fantastic evening, regaled by Richard Parramint, and a rare video interview with Hazel Chapman.

But October wasn't finished with us, as the Australian Masters Games ran a Hillclimb at Collingrove, and the Adelaide MotorSport Festival brought two ex Senna Lotus F1 cars to Adelaide. Sadly neither did any significant running, but they

did look awesome. Meanwhile Ian Peters and Michael Dennerley were competing in their respective classes around the truncated former F1 circuit.

And finally, December will wrap up the year with a Christmas lunch at Golding's Winery in the Adelaide Hills.

It's been a busy, sometimes hectic, and certainly memorable year in SA. All that remains is to wish you all a very safe and happy Christmas.

Andrew Stevens





Whop could forget the fabulous atmosphere at the Lotus 2015 Concourse



Adelaide Motorsport Festival saw 2 of Ayrton Senna's cars

CLA SUPPORTS THE WORK OF THE COUNTRY FIRE SERVICE FOUNDATION

Following the success of Lotus 2015, and the generosity of the Charity Auction donors and participants, the CLA Lotus 2015 organising committee were pleased to be able to present a cheque for $10,000 to the event charity, the CFS Foundation.

The CFS Foundation provides vital financial support for the brave volunteer fire fighters of the CFS, and their families, should they come to harm in the line of duty. The 2014/15 bushfire season saw the funds and resources of the CFS Foundation being utilised to support a number of volunteers and their families as a result of bushfires, including for two SA CFS volunteers who were killed undertaking their community emergency service.

Rebecca Peters and Lee Rolph from CLA presented the $10,000 cheque to an appreciative Greg Nettleton, Chief Officer SA CFS and CFS Foundation board members Rob Styling AFSM OAM, and Peter Venning.

The Lotus 2015 presentation was particularly timely as the SA 2015/16 bushfire season opened up with the catastrophic Pinery Fire. Fanned by 100kmh winds across the farmlands north of Adelaide, including Mallala, the fire reached the western edge of the Barossa Valley before being brought under control. 91 homes were destroyed and 2 lives were lost in the blaze that burnt out more than 85,000 hectares

Additional funds are always required to ensure the CFS Foundation can continue to support volunteers and their families. Further details of the CFS Foundation activities and how to support them can be found at www.cfsfoundation.org.au .



Lotus2015 Presentation > Left to Right: Greg Nettleton (Chief Officer SA CFS), Rebecca Peters (Club Lotus), Lee Rolph (Club Lotus) , Robert Styling AFSM OAM (CFS Foundation Board), Peter Venning (CFS Foundation): Photo Courtesy of CFS Foundation.

CFS Foundation
For our local heroes

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

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

CLA WA Diary 2016

Month	Day/Date	Event	Location
Feb-16			
	Sunday, 7 February 2016	Club Sprint Championship Rnd1	RAC Driving Centre
	Monday, 8 February 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 14 February 2016	Early Morning Run	Guildford Rly carpark James St.
Mar-16			
	Monday, 14 March 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 March 2016	Early Morning Run	Guildford Rly carpark James St.
		Club Sprint Championship Rnd 2	RAC Driving Centre
Apr-16			
	Sunday, 10 April 2016	Club Sprint Championship Rnd 3	RAC Driving Centre
	Monday, 11 April 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 April 2016	Early Morning Run	Guildford Rly carpark James St.
May-16			
	Monday, 9 May 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 15 May 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 29 May 2016	Club Sprint Championship	RAC Driving Centre
Jun-16			
	Monday, 13 June 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 19 June 2016	Early Morning Run	Guildford Rly carpark James St.
Jul-16			
	Monday, 11 July 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 July 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 31 July 2016	Club Sprint Championship Rnd 4	RAC Driving Centre
Aug-16			
	Monday, 8 August 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 14 August 2016	Early Morning Run	Guildford Rly carpark James St.
Sep-16			
	Sunday, 11 September 2016	Club Sprint Championship Rnd 5	RAC Driving Centre
	Monday, 12 September 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 September 2016	Early Morning Run	Guildford Rly carpark James St.
Oct-16			
	Monday, 10 October 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 16 October 2016	Early Morning Run	Guildford Rly carpark James St.
Nov-16			
	Monday, 14 November 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 November 2016	Early Morning Run	Guildford Rly carpark James St.
Dec-16			
	Monday, 12 December 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 December 2016	Early Morning Run	Guildford Rly carpark James St.

CLA NSW 2016 Diary

Month	Day/Date	Event	Location
Feb-16			
	Saturday, 6 February 2016	CSCA Rnd1 CLA	Wakefield
	Wednesday, 17 February 2016	CLA Monthly Meeting	Daniel Bando's shed
	Sunday, 21 February 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sat Sun27 & 28 February	HSRCA Meeting	Wakefield
Mar-16			
	Sunday, 13 March 2016	CSCA Rnd2 MGCC	SMP North
	Wednesday, 16 March 2016	CLA Monthly Meeting	SSC With John Bowes
	Fri, Sat Sun 11,12,13 March	VHRR Meeting	Phillip Island
	Sunday, 20 March 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Apr-16			
	Sunday, 17 April 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 April 2016	CLA Monthly Meeting	TBA
	Saturday, 23 April 2016	Lotus Lunches 12.30pm	White Rock Bistro Long Reef
	Sat, Sun 23&24 April	Historic meeting	Mallala
	Sat, Sun 30 & 1 April/May	HSRCC Qld	Morgan Park
May-16			
	Saturday, 14 May 2016	CSCA Rnd3 JDCA	SMP North
	Sunday, 15 May 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 18 May 2016	CLA Monthly Meeting	TBA
	Sat,Sun 28 & 29 May	Austin 7 Historics	Winton
Jun-16			
	Sat, Sun 11 & 12 june	Sydney Retro Speed	SMP
	Sunday, 19 June 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 22 June 2016	CLA Monthly Meeting	TBA
	Saturday, 25 June 2016	CSCA Rnd4 AHOC	Wakefield
Jul-16			
	Sat Sun 2&3 July	HRCC Qld	Morgan Park
	Sunday, 17 July 2016	CSCA Rnd5 SCCA	SMP Amaroo cct
	Sunday, 17 July 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 July 2016	CLA Monthly Meeting	TBA
Aug-16			
	Sat Sun 6&7 August	VHRR Historics	Winton Long CCT
	Saturday, 6 August 2016	Lotus Lunches 12.30pm	TBA
	Saturday, 13 August 2016	CSCA Rnd6 MOCA	SMP Gardiner
	Wednesday, 13 July 2016	TSOA Driver training	Marulan
	Wednesday, 17 August 2016	CLA Monthly Meeting	TBA
	Sunday, 21 August 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sunday, 28 August 2016	All British display day	The Kings School Parramatta
Sep-16			
	Sunday, 18 September 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 21 September 2016	CLA Monthly Meeting	TBA
	Sat Sun 24 & 25 Sept	HSRCA	Wakefield
	Sunday, 25 September 2016	Beyond Blue Eggs Bennecict	Douglas Park
Oct-16			
	Sat Sun 1 & 2 October	HSCC MGCC Tas	Baskerville
	Sunday, 16 October 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 19 October 2016	CLA Monthly Meeting	TBA
Nov-16			
	Sat Sun 5&6	Retirn of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.30pm	TBA
	Wednesday, 16 November 2016	CLA Monthly Meeting	TBA
	Sat Sun 19 & 20	HSRCA	SMP
	Sunday, 20 November 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Dec-16			
		CLA Christmas Party	TBA

For Sale

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

For Sale

This Lotus Elise S1 was first registered in the United Kingdom in September 1997. I purchased it in 2007 whilst living in the UK and exported it to Australia when I migrated here in 2008.

It has a full service history from the UK and Australia and has been serviced at Simply Sports Cars for the past four years.

The cylinder head and timing belt were replaced in July 2009 when the car had done 90,000 miles. It's only done 10,000 miles in the six years since and has been kept in a carport under a custom fitted car cover.

The specs are as follows:



Original 5 spoke alloy wheels
Black leather interior
Lightweight MMC aluminum ceramic brakes
Fully Adjustable SPAX shock absorbers
All Aluminium triple pass radiator
Hurricane induction air filter
Pioneer Radio/CD/IPOD compatible stereo
Removable Hard top (in black)
Soft top, re-stitched at lotus factory, Hethel
The car has been advertised on carsales.com.au.









For Sale

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





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

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

Please contact Graham on +61 412 660 513.



For Sale

For Sale Elan M100 Turbo S2 Limited edition #438

Reluctant sale of our beautiful Elan M100 Turbo Series 2 Limited edition #438. Australian delivery vehicle with 119,000km. Has recently had a full C Service including timing belt. Drives perfectly, very quick, handles on rails, aircon blows cold. Selling because we just can't justify the lack of annual miles we cover in it, so it's time to let someone else enjoy. Not a show car, but a clean, straight, honest example with nothing to spend. Extensive photo gallery at http://s9.photobucket.com/user/robertverhey/library/elanm100

Every cent we've spent on this car has been documented on a spreadsheet. Owes us just a shade under $16,000, but hey, we live in the real world, so offers welcome. Inspection and test drives welcome, car is Sydney based (Five Dock) and NSW registered until August 2016.

Contact Robert 0421313257



For Sale

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





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

Phone Colin on 0417 907 718 any time

