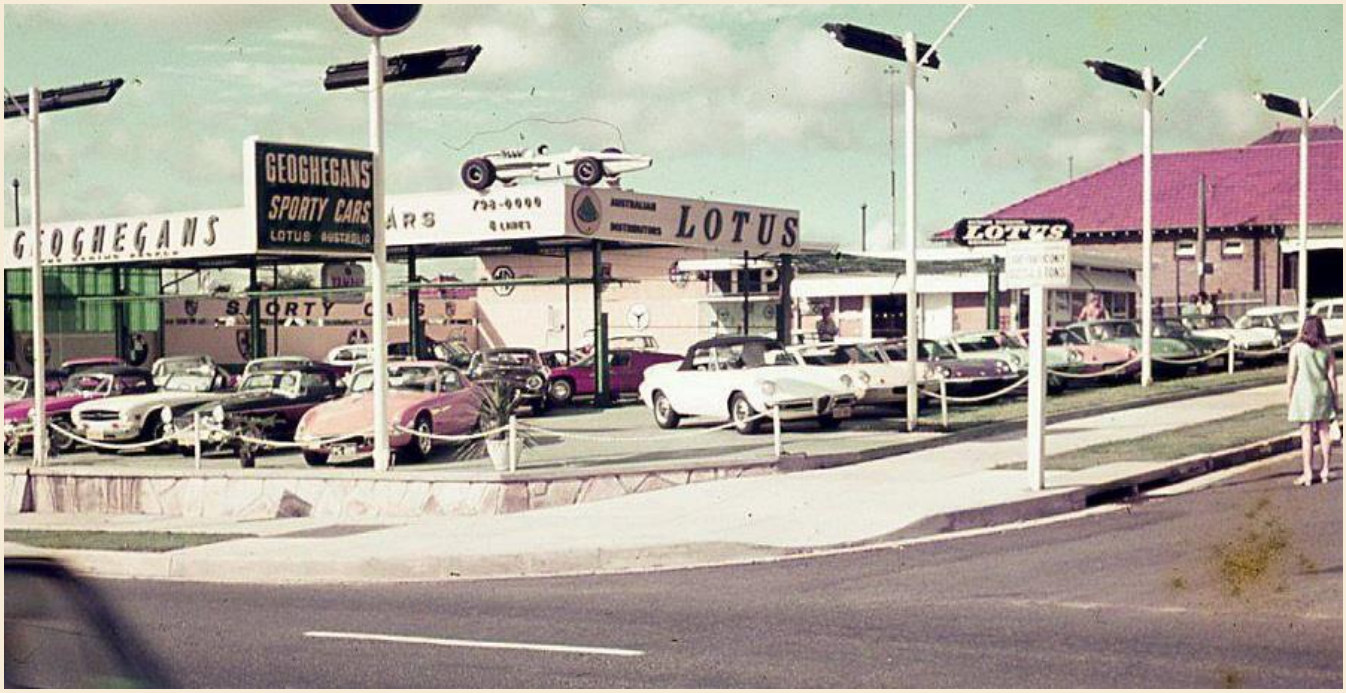
February 2017

Chunky's Chatter



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



Inside this issue

- Lots of events and outings for 2017
- News from WA, SA and ACT
- Geoff Winder takes on the first leg of his new project
- Emerson Fittipaldi turns 70

Club Lotus Australia
February 2017

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

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

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Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo: Geoghegans car yard on Parramatta Rd Haberfield circa 1970. Photo taken by a new Zealander on holidays and given the Bob Williamson who gave it to Marc Schagen (now you cant get a more convoluted provenance than that!)

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

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

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

CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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

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

Club Lotus Australia Committee

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

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

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

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

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

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

General Committee Rob Costa (02) 9597 1470, robert@southhouse.com.au **James Chan**.

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

Webmaster: Seth Reinhart seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

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

Registrars

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

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

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

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

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

Presidents prattle
With Ashton Roskill



Happy New Year, and I hope you had a wonderfully relaxing holiday, hopefully including the recent 'Straya Day weekend.
I'm delighted to report we have managed to squeeze in our first Committee meeting for the year, the minutes for which will appear shortly on the website; key outtakes are:
- We're financially solvent
- Our website and Faceplant pages continue to drive increased viewers, followers and likes, which suggests we are doing some of the right stuff
- Plans are hot for a busy year of social and motorsport activities of all sorts
- We're looking forward to seeing lots of you out there

Getting straight off the blocks, we have a trip to Gerringong on Saturday 18th February for the Motor Fest - there are still a few places available so please drop me a line (ashton@clublotus.com.au) and we'll organise to either meet there or have a gentle drive down. It's free for entrants and their passengers, $5 to enter otherwise - all proceeds go to Childhood Leukaemia and in particular a local sufferer, and most importantly, the monthly farmers market is on the same day to keep all parties happy.
The following day (19th Feb) is our first Tyre Kick and Coffee for the year at Gough Whitlam Park, so please come along and say hello - we have moved the arrival time out to 9am to allow for a Sunday morning lie-in as well as getting the car out for a gentle run, some surprisingly good coffee from the kiosk, and of course great company.
March will see us running the first of the CSCA Sprints down at Wakefield; it is on Saturday 11th March, and I always very much look forward to it as Mike does such a superb job of running the day, and it is truly a Club day, with everyone involved at some point. If you've ever thought of sprinting your car, there is hardly a better way to start than this event - it's friendly, well run, and there's a great social evening the night before. Try it. Please.
Also in March (Sunday 26th) we have been invited down to Ebony Hall for scones and cream, and the first practice session for Round the Buckets. You'll need to drop a note to Anne to let her know if you are planning on coming, so the catering can be organised - more details to follow.

In May we have been invited to join the Jaguar Club's Mountain Rally, which will be the first chance for Caroline and I to jointly undertake a tarmac rally, in preparation for the Targa High Country in November; plan is to use the Elan…..full details elsewhere in here, but this will be a fantastic event, a great chance to drive some superb roads, and all for less than $500 for two people (meals and accommodation - obviously recovery costs are excluded :))
Looking further out, this year is the Diamond Jubilee of the Lotus Type 14 Elite, and Brian Caldersmith has been burning the midnight oil to get the mother and father of all celebrations underway - all Lotuses are invited, we have coincided with the Shannons CMC day at SMP, and we have exclusive use of the Amaroo (South) circuit, including time on track on the Sunday.
For those wanting to make a weekend of it, there is the Morgan CSCA sprint on the Saturday, and there is a huge dinner being organised for participants and their partners, so please start by putting a marker in your diary for that weekend (12-13 August) - more details elsewhere, but it is very much open to ALL Lotuses. Our plan is to make the day very family orientated, with a BBQ for lunch on the Sunday hosted by CLA. Please feel free to invite interstate friends if they would like to come.
I won't go on about all the events we have got planned, but suffice to say the calendar is filling up, so please link to it and check in regularly (it's here: http://www.clublotus.com.au/lotus-events-calendar/) as it will be the single source of truth for our events planning. And have a look at the minutes to get an idea of the stuff we are up to.
Oh, and one last thing, don't forget that Lotus 2017 is happening in April based in and around Beechworth - full details and booking details are on their site here: www.lotus2017.com
And finally, our friendly local distributor and dealer of all things Lotus, Simply Sports Cars are building a stronger and stronger brand, continuing to sell lots of cars (particularly the V6 Exige I gather) and are happy for us to be pretty much joined at the hip in terms of organising stuff together. So expect to see lots of events and input from them coming our way.
As always, we are looking for contributions, articles, letters with your thoughts, or anything else you are happy to commit to paper (ok, that's a bit old-fashioned, but you know what I mean), so please drop any of Tom, Seth, or me a line and we would love to get your name in lights - just remember, if there are no photos, it didn't happen.
Enough from me; I very much look forward to seeing lots of you out and about over the next few months while the weather continues to be perfect for our cars, and in the meantime, stay safe, keep it upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



What's in a name? Well my old favourite couple Rob Kardashian and Blank (sorry Blanc) Chyna are in the news again. The young mum (Real name Angela Renee White) who is now engaged to 'sox-boy' Krob attempted to trademark her name to Angela Renee Kardashian. This sent Khloe, Kourtney and Kim into a bit of a tail spin. Their companies opposed the request. I particularly like the tasteful names the have called their companies. Khloemoney Inc., 2Die4Kourt Inc. and Kimsaprincess Inc.

The reason given was that "they will suffer damage including irreparable injury to their reputation and goodwill" Seriously??

OK what's changing of names got to do with Lotus? Well I was reading in a recent edition of the Historic Lotus Register magazine that it was common in the late 70's to 'restore' Series 1 Sevens to Series 3 specifications including body panels even to get the MOT Certificate to reflect this. Of course, Series 1's, if their history can accurately be traced, are now worth a motza!! However, sometimes this tracing is often not helped by the official Lotus Factory records which were a bit on the agricultural side on occasions and especially so in those frantic early days of the fledgling company.

So welcome to 2017 and let's see what we have for you this month. Ashton gives us the closing chapter of the building of the Tuft's eleven and its first outings on the track. And as his saga comes to a happy conclusion, Geoff Winder, looking to keep out of mischief, starts another Esprit restoration, this time shoe-horning a Nissan Cima engine into it.

Emerson Fittipaldi turned 70 late last year and we have a quick look at his racing career.



Mk.7/472 Lotus Seven Series 1 purchased by its current owner as a Series Three. Now beautifully restored to its original Series 1 specifications.

Lots of things happening this year so please get to the calendars towards the back of this newsletter or on the website. A couple of events for the NSW people of particular interest are the Jaguar Highlands to Tablelands rally in May (don't panic, its very sedate and proper) and the Lotus Diamond Jubilee celebrations in August. Initial details in this newsletter but lots to follow in the march edition.

Finally, make sure your membership is renewed and don't forget to send in your entries to "now who said that'. Lots of entries last month and a photo to finish for the winner!

Tom

Welcome to new CLA members

December / January

Michael Darchy – NSW

Garrath Johnson – NSW

Dianne James - ACT

Preston Adams - WA

Lucy and Cathy Sheppard – NSW

Steve Prynne - WA

Andrew Graham - WA

Mark Trowell - WA

Megan Thomas - WA

Ron Gibbs – NSW

Richard Carter – NSW

Peter Ireland – NSW

Matthew Fallow – NSW

George Kazis – SA

Kate O'Sullivan – NSW

Gerard Burke - WA

Brian, Tim and Cheryl Gear – NSW

2017 CSCA January Report

With Mike Basquil

Christmas and January have slipped by with much of a fuss, but now it is all getting back to normal. Preparation for the 2017 season has progressed and by the time you get the Newsletter Entries will be open for the first Event of the year hosted by us at Wakefield Park. CLA members Entering will be expected to assist in the running of the day as we have done in the past. I was able to secure a date a bit later in the year than previous seasons hopeful the current hot and sticky conditions will have abated enough to allow us to have great conditions without suffering any heat exhaustion, I'm confident that the flies will be in plague proportions and I know you all I have been 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 Wakefield Park

Special note should be made that the Triumph round has moved back to Wakefield after the sale of the Marulan Driver Training Centre, it will be interesting to see the direction this facility takes in future months. I have distributed the Permanent Number Order forms there are still some numbers available if you want to register a Number for the Series drop me a line if you have 'lost' the form I sent you in December, payment this year is only via Direct Deposit.

There was a rumour that Wakefield Park had been sold doing the rounds towards the end of 2016 – I can confirm that this IS NOT the case and that the Benalla Auto Club are still the owners. Changes have been made to the way Wakefield operates; NOISE is a HUGE issue for the organisation thanks to a few militant neighbours and Council by laws Wakefield has installed a very sophisticated noise monitoring system similar to a Speed camera that photographs the offending vehicle. The result of this means that the majority of Events at Wakefield will be 90db noise limited days you go over you go home, seems harsh but having tested the system in my Formula Ford with minimal noise suppression I was well with the limits so I'm assuming the majority of our runners will be OK - time will tell

The popularity of our brand of Motorsport is increasing exponentially year on year CSCA has enjoyed full fields in 2016 with the exception of our Driver Training Day, so to has the NSW Supersprint Championship, to gain points in this Championship you must register Car and Driver to aid in the administration. Registrations have been capped at 230 Registrants for the last two years when it became apparent that if all registrants entered the same event where you only have 100 Entries available their might be a few irate punters who may have left it a bit late to enter. In 2016 it took almost a month to reach the cap; for the 2017 season we reached this cap within a week. The big advantage of this system however is that you can almost guarantee the hosting clubs a profitable day, the NSW state Supersprint Championship dates are also:

Round 1, Sunday 12th March – Gardner / GP (ARDC)

Round 2, Sunday 14th May – Wakefield Park (MX-5)

Round 3, Sunday 18th June – Druitt / North (NSWRRC)

Round 4, Sunday 16th July – Gardner / GP (ARDC)

Round 5, Sunday 27th August – Amaroo / South (NSWRRC)

Round 6, Saturday 9th September – Wakefield Park (Mini)

Round 7, Sunday 15th October – Gardner / GP (ARDC)

If you wish to get ALL the information I distribute with regard to Motorsport the Club participates in or the NSW Championship and are not on my email list let me know and I will fill you inbox.

I'm sure the rumour mill has been active prior to Christmas and you may have heard that I have been elected as Vice President to the GEAR club – goes to show you should pay more attention at General Meetings. GEAR came about as a group of Folk who had 'older cars' form the 1960's and later who still wanted to have fun on track mid-week without the rigours of a full blown race meeting. The ethos of the Club is one of respect, for the cars and one another there are no sheep stations on offer and officially all runners are winners with prises being 20cent lollies. Originally I was involved with 2nd GEAR for cars that were deemed to quick or to new, mainly open wheel and sports cars, we always struggled for numbers and I was well aware that our sweetheart time would come to an end in the not to distant future – this occurred in the second half of 2105. Changes in management at Wakefield Park where we run all our events meant we had to pay for the Track hire in advance so running poorly attended Events over two days was out of the question. The only answer was to combine BOTH clubs under a single Constitution that would allow the cars form the Tasman Years to still run but allow for later cars to also run ensuring we had the numbers to be financially viable. Through 2016 this is what we did and drafted many versions of a constitution for comments from the members – this was ratified in December. The first event for 2017 is the 15th February if anybody is at a loose end and would like to know more about the days you are very welcome to drop me a line or turn up and say G'day

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. 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)

See you at the Track,

Mike Basquil

Quokka Talk

By Eddie Lankhorst

Happy new year. This year we have a jammed packed calendar of events.

To begin with our WA Lotus Club Sprint Championship starts soon with 7 rounds with the best 5 rounds counted towards the trophy. To participate please enter into the Speed Event Series for 6 of the rounds and the other will be held by the TSOA club. Details will be emailed to members and details posted on our local Facebook pages.

As well this year I have planned Go Karting (see Calendar), a visit to the Motorsport division of the ECU Joondalup campus, Ford Museum visit, Gingin All British Car Show and El Caballo – All British Auto Extravaganza plus some more Driver Training for those interested in honing their track skills. Also, Les is planning a weekend tour of the South West so stay tuned for details once finalised. Some dates are unknown but check out our calendar for those dates that are known.

Lotus Group WA Nov EMR

By David Nolan, photos by Elinor Hamilton



The first early morning run of 2017. We met, as always, at Guildford station car park and lined up our trusty steeds for inspection before departure. There was the usual variety of colours, years and models to represent Hethel's finest export, along with drivers, co-pilots, a dog and even a potential new Elise owner in Olivia who popped along to meet our motley crew and gather some information ahead of a potential Elise purchase. Jarred and I stopped talking about our broken boot handles to tell her what a great choice she was making.

Sadly Ed, our commander in chief, couldn't join us as he had whisked Vicky off on holiday but not before planning a route which he left in the very diligent and capable hands of Les. Route shared, our convoy of seven cars headed out in search of WA's finest serpentine roads. Les and Marilyn led the way, goosebumps distributed to anyone lucky enough to hear the banshee wail of the Exige's V6 on cam with John in his S2 Exige at the rear and five Elise's in harmony in between.

We were "making progress" en route to the beautiful Mundaring Weir, my plucky little 1.6 working hard but keeping pace with the larger engines and superchargers. Given our planned route was a little shorter than usual it afforded us a longer break and the chance to admire the view from the weir. Sadly the gate across was closed but I took the opportunity to fly my drone over the water and capture some footage and photos.



It wasn't long before we were back on the road and I was enjoying panoramic S3 Elise views with Mike & Ellie's red S ahead and Jarred and Gen's orange one aft. 1030 saw our arrival in Mundaring itself, via the scenic route, naturally, and we all



parked up, gazing back and congratulating ourselves on our great taste in cars! Great chat and witty banter over brunch at the charming Patch of Country Tea Shoppe made for the perfect end to another successful EMR.

Or so we thought... Saying goodbye to the rest of the gang those of us with some spare time on our hands formed a splinter group of three cars for the return journey and headed off to a road I only know as "the roller coaster". Despite all of us having driven it before, the novelty had most certainly not worn off. There were hoots of delight as we plunged from crest to valley followed by groans as we left our stomachs at the bottom on the way back up the far side. What a ride!



We pulled up to compare notes and laugh deliriously until our sides hurt. What next? Turn around and do it again - obviously! This time we had a few driver changes with first time visitor, Dave, hopping into the Hamilton hot seat and Ellie taking over my car. I fired up the drone to capture the event. The first run was a practice one for me to find a nice shot but the second, oh this was the one. Beautifully framed, well lit, expertly flown, deftly manoeuvred, the entire Top Gear / Grand Tour production team could not have bettered what I had just filmed. It was nothing short of a masterpiece. If only I had hit record...

Not For The Faint Hearted

By Vicky Rowe

The Motorplex in Kwinana is a large, multi-use venue, but is mostly utilised for high octane crowd spectacles such as drags and speedway events. Over summer there's around five Thursday evenings secured by the Shannon's Targa Rally organisers for a very popular rally 'sprint' which links parts of the complex into a thrilling yet dangerous course.

Under the remit of the rally organisers typical rally rules apply, somewhat different to normal raceway sprints, with categories forming a part of the broader Targa rally season. But that doesn't exclude non rally entrants. As a result there's a wide range of vehicles competing, from rally ready Evo's and Suib's, drift cars, spring-adjusted dirt

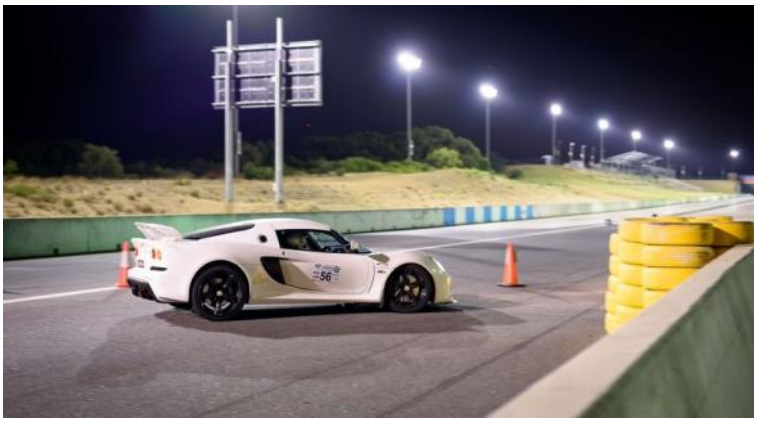


Photo courtesy of CMR Photographic

rally cars, right down to everyday commuters. It's really popular, with around 90 vehicles involved in round 2, held late last year.

Many of our friends from the Perth motoring community get involved and describe it as a challenging but rewarding event. I've always wanted to give it a go.

Doug was eager to get his Evora out to give his newly rebuilt engine (including a super massive Harrop supercharger) a shake down. Round 3 in January was the first Motorsport event for 2017. We both entered, two newbies and the only two Lotus in the field of about 70.



Photo courtesy of CMR Photographic

Steve Metlitzky, who has had a lot of success here in his ballistic Elise S2, provided lots of advice, warning of some of the trickiest spots around the course. He also loaned me his Stilo helmet so I could actually hear my navigator (necessary for this event), an experienced navigator who would ensure I didn't get lost and would give me some added confidence. My stock standard V6 Exige was my weapon of course, best suited for its 'point and shoot' competence.

I described this course as dangerous earlier in the article and I'm not kidding. For those wanting to get a sense of what it was like then here is a bit of a Cook's tour: You effectively start in the car park, pass through a narrow gate and turn immediately right into a wide straight road. Sounds okay, but opposite the gate is the first of numerous concrete barriers. One of the barriers collected a car during this round. The car was a complete right off!

After the straight you turn right through a narrow section of road. More barriers loom, but it's the curb as you follow the road left that you really need to watch. Another tricky corner and more curb, then you head into the keyhole (or lollipop as some call it). Effectively a sweeper as you pass the entrance to the speed dome. A small straight and another tight turn straight down towards a very narrow entrance, with pillars of tyres on each side. This is the entrance to the goat track (yes you heard right and the name is very apt). It's narrow and winds down a little hill into a very tight left hander (first gear) around some tyres, on to a wide straight. Up over the rise and around the bend and you hit the first chicane. There's one 100m marker, which was hard to see and it was the only marker I saw on the entire course.

A few hundred metres further down the road and you get to the right hairpin, passing a shipping container and another tyre wall. This wasn't too bad, other than the long continuous wall of concrete you can't help but notice as you try to floor it into the wide straight (drag strip). Without any sense of where you are and how fast you're travelling (did I mention it's night time and hard to see?) a concrete wall ahead suddenly appears and you need to pick the right braking point and judge how fast you can get through the tight opening between the tyre walls on the right to then tight left down the next road. Another chicane, a big bump as you drive through the skid pan and then another chicane, before exiting the drag arena under the bridge left, right then sharp left, skimming past the concrete barrier, curbing and tyre wall, spitting you out onto

the car park. It starts out wide as you head for the fence (another obstacle taken out during the course of the evening), right hander around the curb and a concrete barrier is dead ahead. Right past the barrier and stay wide to get past the curb and left through a narrow section on approach to the final turn. This now is the epitome of entire course as you're surrounded by hard obstacles; curbs, concrete barriers and now a concrete toilet block. Phew! It's an achievement just to get around unscathed . Definitely challenging and completely uncompromising if you get anything wrong. I don't think there's any run off other than a little grass up the hill, opposite the gate from the drag strip. Three cars were damaged during the night, that I'm aware of. Two in very bad shape. Apparently there's at least two cars damaged per sprint, so I guess it was just an average night.

Despite both getting worse times on our second runs in the dark, Doug and I both improved our times significantly over the course of the night. But the gap between our times was also significant . Doug not only has a very fast car, but he is also an excellent driver and finished second in class. A superb achievement for a first time competitor. I reckon he'll be back for the next round and I think I'm willing to give it another crack too.

Events for your 2017

Calendar please see special WA Calendar on page 30 (towards the end of this newsletter)

A new Concourse coming our way in February at Gerringong on the New South Wales South Coast to which you are invited!

Gerringong Motor Fest
18th February 2017
Michael Cronin Oval

The Gerringong Lions Club will hold the Gerringong Motor Fest on Saturday the 18th of February, 2017, on Michael Cronin Oval in Gerringong. The organisers have set aside ten spots for Club Lotus Australia and we're looking for cars to fill them, as well as a few friends to spend the day with.

Organisers are inviting some very specific vehicles and working to attract unorthodox, collectable and exotic vehicles to show on the day. Vehicles will be shown in categories, with prizes offered for each category.

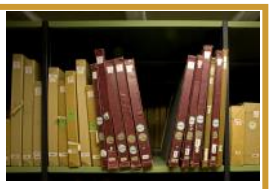
There are a very limited number of spaces available, around 120, and the Lions Club has very generously offered ten of those to Club Lotus Australia. Entry for participating vehicles, their driver and passenger is free. A small $5 entry fee will apply for everyone else attending the event.

The Lions Club Gerringong is donating all funds raised from the event directly to Childhood Leukemia, and specifically to a local in need.

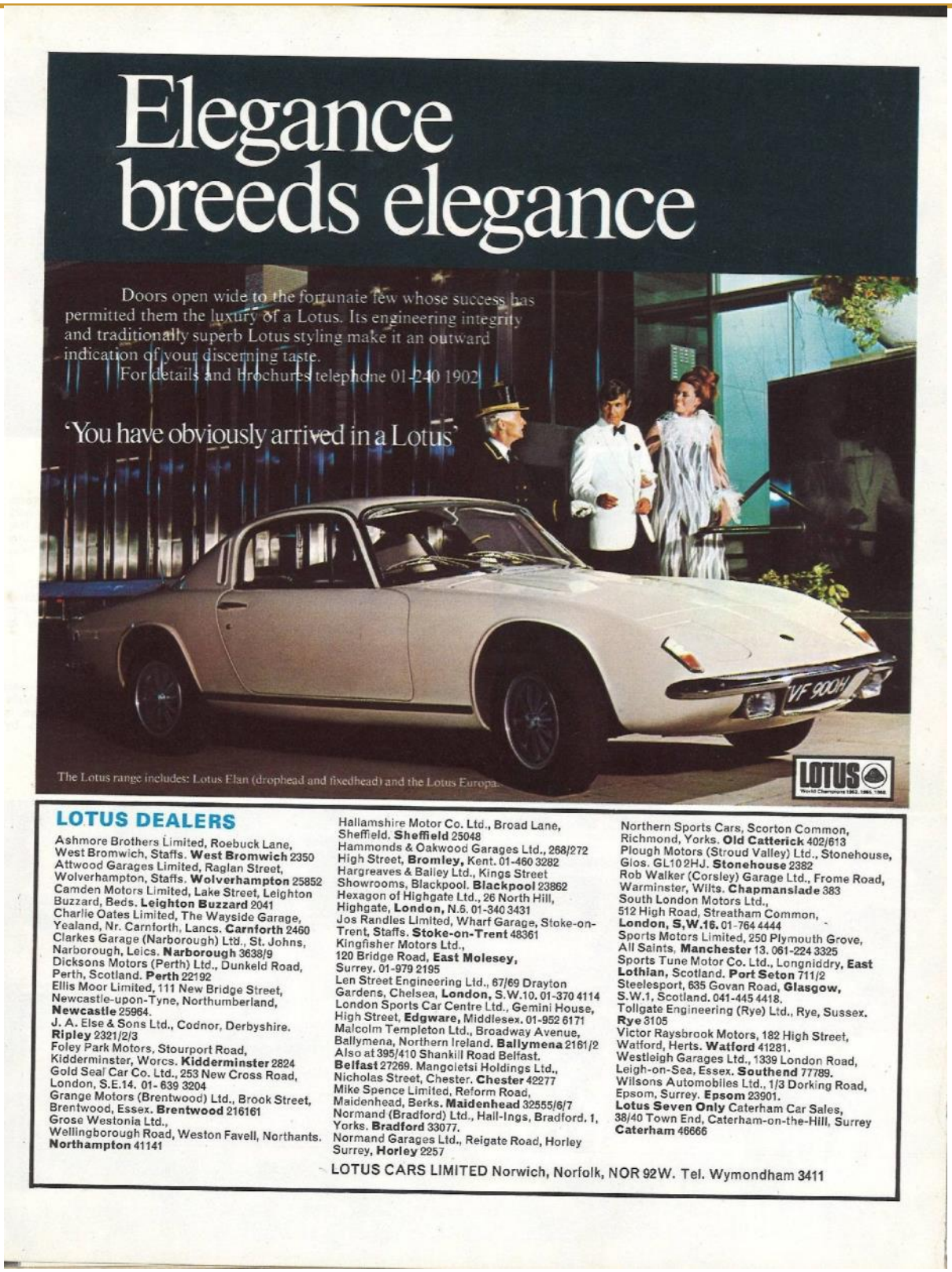
The Gerringong monthly market will be held on the same day in the centre of town, just a short walk away, and is well worth a look while you're in town.

If you are interested in showing your car, please RSVP as soon as possible to Ashton at ashton@clublotus.com.au. And even if you don't plan to show your car, come along to support an exceptionally important cause and enjoy a lovely Saturday

From the Archives



Not sure where this came from but it can clearly be seen that Lotus is attempting to move upmarket. They needed to do this urgently as the Plus twoS130 was only about 40 quid cheaper than an E type jag!



Sydney loses another of its early motor racing pioneers with the death of Dick Cobden.

Another early stalwart of the early days of Motor Racing in Sydney has passed away.

Dick Cobden started his racing career in 1947 in a stock standard MG TC at Sydney's Marsden Park airstrip. He soon moved to a special bodied TC which was the fastest un-blown TC special of its day. In 1951 he sold this car to David McKay and got himself into a Mk5 Cooper Jap with all of 500cc capacity. He quickly moved on to a another Mk5 Cooper, this time with an 1100cc JAP motor which was the ex-Bib Stilwell car, This put him on the map as he became famous with his duels against jack Brabham in his Cooper Vincent Mk4 at the newly expanded Mt Druitt race circuit.

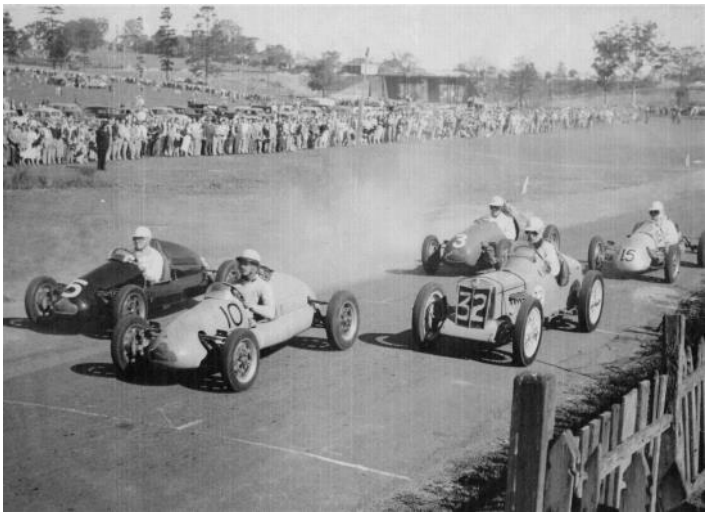


Photo shows Dick getting away (#10) with Bib Stillwell alongside (#5), John Hall in an MG Magna (32) and Stan Jones (#3) and Bill Shipway (#15) behind in a race start in Parramatta Park on 6th September 1952



Dick in his ex Peter Whitehead 2L Ferrari (an Ex Works car was very big in the 1950'a Australia)

They continued their rivalry for later years with jack in a Cooper Bristol and Dick in a supercharged 2 litre V12 Ferrari. Dick found this car more than a handful and in fact it was the last car he raced.

Cobden later recalled 'I went from the Cooper, a car with no vices, to the Ferrari, which was a car full of vices.

Dick passed away on the 16th December. In 1999 the HSRCA put on a tribute meeting for him. As Brian Caldersmith recalls "He was one of the Gentleman Drivers".



Brian Caldersmith's poster for the 1999 tribute meeting

Ashton Roskill sends us his last instalment of the rebuilding of His Tuft's Eleven

Just to keep you informed, in case it is of interest, I am delighted to confirm that Tufts Eleven (or mine, depending on your perspective!) is finally running and being enjoyed!


Simply Sports Cars - Lotus Only Track Day
WINTON MOTOR RACEWAY
Sprint 4 - Group 2
INDIVIDUAL LAP TIMES

In a final superhuman push to achieve a deadline for shakedown at Winton raceway over the weekend of 29/30 October, all the last minute items were finished - suspension settings, toe and camber, spanner check, fuel dipstick etc. - and I hauled her down to Winton on the afternoon of 28th in time for dinner with a load of friends prior to the Lotus Only Track Day on Saturday 29th. This was the car's first outing on a track in her life, so was captured for posterity - and as I got a bit (too) confident, I overran the end of the straight :)

However, what this did demonstrate was that the car is reliable, reasonably quick (see timesheet - OK, not up there with the modern guys, but not embarrassing either) and handles a treat.



Lotus contingent for the Targa High Country

So the following weekend I took her to Targa High-Country, and competed in three days of tarmac rallying in the Victorian alps, based in Mt Buller.

It snowed on both Saturday and Sunday mornings. Carbs were set for sea level, so didn't work so well at altitude. But all things



At pace (sort of) just outside Mansfield

considered, she didn't disgrace herself, and we had three days of brilliant fun. We finished (last in class) and got her first gong. We had a blast so it counts as a very successful outing. She handles far more predictably on wet and slippery roads than a lot of the more modern guys, who were sliding around all over the place. So we got to bully an MX5 or two.

There were 16 Lotus cars competing in this year's Targa High Country and three course cars - a great showing

So another one is back on the road and having fun :)



Ready for the start on Day 1 - when it didn't snow

2017 Concourse Winners

For those who missed the announcement earlier in the year the CLA Annual Concourse winner for 2016 was Grant Karsten in his beautiful Elan+2S

And the peoples choice was shared by Ashton Roskill Lotus Eleven and Mark Weir in his Esprit S5



2016 Concourse Winner

Answer to last months "Now who Said That?"



Well, what a crazy race that was.! Gos Cory just pipped reining champion Anne Blackwood with the correct answer –Ron Hickman . The quote is as Ron told to Mike Lawrence for his book 'Colin Chapman Wayward Genius'

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.

(of course it was built and it became the Europa)



Ron Hickman in his office at Lotus with the drawing he did for the Ford GT40 project that later became the Lotus Europa

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, or in fact an extract from a letter to Mr Chapman:

"Dear Colin……..I got hold of this incredibly picture which pretty much explains the accident, I didn't know it would fly that high. Robin Herd apparently saw the wing go, but could not see the accident, since it happened around the corner. Honestly your cars are so quick that we would still be competitive with a few extra pounds used to make the weakest parts stronger,… Please give my suggestions some thought, I can only drive a car in which I have some confidence, and I feel the point of no confidence is quite near."

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!!**

David Leaney SDMA Club Championship winner

Readers may remember the article in last months CC regarding David Leaney's win of the Club Championship in his Evora at the SDMA Hillclimb championships.

Here is a couple of follow-up shots of the awards ceremony and David with his trophies.





Photo too good to resist !



It's a 220 HP Darracq ,I think recently running at Goodwood. The behemoth was built in 1905 and I simply love that everything is pointing in the wrong direction as the driver battles massive oversteer on those ridiculously skinny tires!

JANUARY COMBINED LOTUS & MORGAN RUN IN SOUTH AUSTRALIA

FROM ANDREW STEVENS

To usher in the new year, our South Australian brethren teamed up with the local Morgan Club for a Sunday Run to historic Strathalbyn.



While some wondered whether the 41 deg C would carry on to Sunday, the weather gods turned on a fantastic clear Adelaide summers day, with mild temperatures and just enough cloud to avoid sunburn for those with their roofs off. After a quick blast to Eagle On The Hill in recognition of the old AGP Climb to The Eagle events, we cruised gently through the Adelaide Hills towns of Stirling, Mylor, "hello Mr. camouflaged speed camera", Echunga, Meadows, and on to Jack's Cafe at Strath.



The combined turnout filled the room at the back, and the conversation level made the serving staff's job difficult. Always a good sign!

Ex-Morgan owner Derry Swan was in heaven, while Phil Moore brought his S2 Seven out for only its second Lotus run in 15 years (but who's counting?). Pick of the Morgan's was a beautiful blue V6 roadster, while the range of Lotus on display was more varied than usual. There was plenty of interest up and down the Main Street, and quite of few comparisons.



Our next run will be February 5th ahead of the All British Day on the 12th.

The beginning of Esprit VQ

Geoff Winder takes us on his amazing journey to cerate and esprit VQ

Chapter 1

Many years ago I purchased an Esprit. I made the mistake of buying an unloved example and spent the next 8 years restoring and repairing it. When I had finished I found myself hankering for another project. I looked at lots of non-Lotus options but I eventually decided to go back to what I knew, another Esprit.







This story starts when I managed to purchase, sight unseen, a very tired 1988 Esprit NA for £4000 from EBay.

The original plan was to strip the car to the bare bones, install a Lexus UZ1 and have a track day toy ….. But a lot has changed along the way. First stop was the local Jap engine importer with a tape measure... I was somewhat dismayed to find that the Lexus V8 was too big to fit without cutting into the firewall (I have since found out, that that it is possible to remove the distributors mounted on the end of the cam boxes which might have made it possible to fit). The importer suggested a Nissan VQ 30DET. Never heard of it**?** Don't worry neither had I? It is used in Japan in big limo cars similar to the Lexus LS400. It is an all alloy V6 with a single turbo. It is 100mm smaller than the Lexus in all dimensions with similar power and, in typical Nissan tradition, has lots more power with a tune...

So after lots of research and soul searching, the Esprit VQ concept was born and I purchased a 1/2 cut 1995 Nissan Cima.



Nice big hole. I am sure I could fit something fun in here.

This was my first viewing of the Esprit. It had just completed the cruise from the UK to Sydney and been steam cleaned ready for me to pick up. It doesn't look too bad in the photos but the pictures lie. Never mind, I will be taking everything apart anyway.



At home in the garage. Look girl I have a playmate for you.



Enter the mighty Cima...



Huston, we have an engine...

Chris Barber's Elite (the first production car of this model) gets a record price at Silverstone Auction



Not only is it the first Elite produced as a production vehicle for sale rather than a pre-production prototype (as the previous eight were), but it was originally purchased by one of Colin Chapman's favoured customers and friends, jazz legend Chris Barber, a man whose music was influential in the British Blues and Jazz scene of the 1950s and 1960s and whose band was behind the UK's first Rock'n'Roll record, 'Rock Island Line' by Lonnie Donegan.

Barber entered and raced the car extensively for 5 seasons in top-level international sports car racing in the UK and Europe including the Nürburgring, Spa and Zandvoort.

During this period it was driven regularly by Sir John Whitmore, who famously broke the class lap record at Spa using CB23 while on his way to class victory in the Grand Prix GT Support Race of 1962. Other notable drivers who drove the car include Mike Beckwith and Bob Olthoff as well as Chris Barber himself. Additionally the vehicle was the Class Winne at



the 1963 Tourist Trophy, Goodwood.



Prior to its auction it had just emerged from a top quality, very exacting restoration as an historic racing car for Channel 4's 'For the Love of Cars' UK TV program. 2016. The restoration was carried out by renowned engineer Ant Anstead's team at Evanta Motors with assistance from Lotus marque experts.

The 1958 Lotus Elite Series I sold at the Silverstone Auction for a new record auction price of £121,500, more than £40,000 over its lower estimate.

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

Infiniti Engineering Academy winner Caitlin Bunt chases career in F1

Changing tires and organizing tools at the racetrack from age 7, Caitlin Bunt didn't have many women alongside her. But that didn't deter her dreams of becoming a race engineer. Growing up, Bunt went from working for her father's Sports Car Club of America operation to designing parts and running data analysis on his Datsun 240Z race car.



Caitlin Blunt Infinity / Renault T1 ready for a career in Formula 1

Recently completing her master's thesis. Bunt, from Rockford, Illinois, already has a racing license and two racing cars. She completed her undergraduate education at Kettering University in Flint, Michigan, and a master's degree at Oxford Brookes University in England over the span of seven years or so, but her major break into racing arrived after that when she became the first woman to win the Infiniti Engineering Academy in July last year.

This comprises of a yearlong work placement split between Infiniti and the Renault Sport Formula 1 team. She began a six-month stint with the Infiniti Motor Company in Cranfield, U.K., in November"

The program chooses seven winners, each one from a different country, to head to Europe to work on both consumer cars and in F1. The seven winners in 2016 came from a pool of 4,000 initial applicants. Caitlin won the U.S. final, which Infiniti Global Motorsport director Tommaso Volpe said is composed of "some of the best engineering students available."



"We organize a two-day final event where the applicants go through all kinds of tests," Volpe said, it includes technical tests, public speaking and designing factory layouts. Bunt was the best in 2016, and she said she'd like to focus on lap-time simulation, vehicle dynamics and performance while at Renault F1.

Outside of the engineering, Bunt said she's enjoyed going from someone who looks toward successful female engineers to being one herself. One of the 2015 academy winners was awarded a contract with Renault Sport F1 Team.

Welcome to Lotus 2017



LOTUS 2017 Now Taking Bookings!!

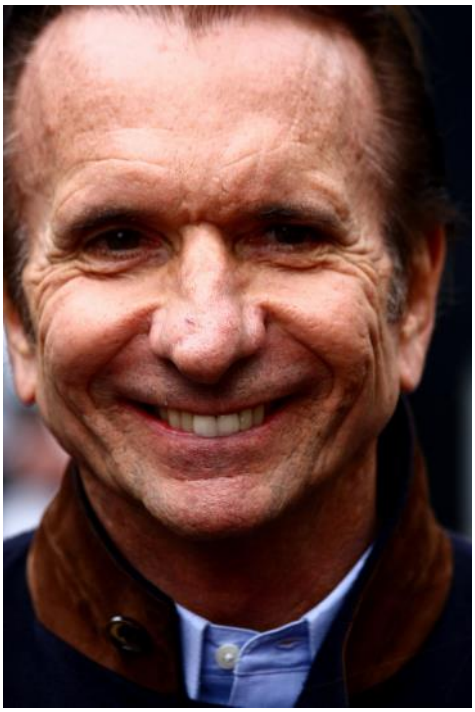
After much anticipation, the Victoria Lotus community have finally opened the door to registrations for next years' biennial gathering of Lotus enthusiasts from around Australia.
As mentioned previously we are basing the gathering at Beechworth in the north east of our state and for those who have been 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.

Emerson Fittipaldi Turns 70

Or at least did so in December last year

Emerson Fittipaldi first came to notice at age 21 when he won the Brazilian Formula Vee title. With his sights on F1, he left for Europe in 1969 and during that year, he won nine F3 races driving the Jim Russell Lotus 59 in the MCD Lombard Championship to become the 1969 champion.



God wasn't all that kind to Emmo when handing out schnozz's

Meanwhile in 1968, with the Lotus 49/49B powered by the Cosworth DFV , Team Lotus was enjoying the reputation as one of the top F1 teams. Colin Chapman now had enough money to offer a third seat in his F1 team. This was given to Emmerson in 1970 when he joined Lotus for the British GP in July, with Jochen Rindt and John Miles as the regular seat holders. Fittipaldi scored a fourth place as the No. 3 driver at the next German GP where the No. 1 Jochen Rindt won, and the No. 2 John Miles retired.

Team Lotus plans for the season fell apart when Jochen Rindt was killed at Monza in September (and became the only driver to win the championship posthumously). John Miles also left the team at this time,. Fittipaldi was promoted to be the Lotus No. 1 driver after only his fifth F1 race, the United States GP. Fittipaldi certainly proved up to the task and won this first post-Rindt race for Lotus.

In 1971, his first full year as Lotus' lead driver, Fittipaldi finished sixth in the drivers' championship as Lotus continued to further developed the previous season's Lotus 72. Armed with what was arguably the greatest Formula one design of all time, the Lotus 72D, Fittipaldi dominated the 1972 season. He won 5 of 11 races and easily won the F1 Drivers' Championship from Jackie Stewart by 16 points. At 25 he was then the youngest champion in F1 history. It appeared he might do it again in 1973. But after three wins in four attempts with the 72D, he began to struggle in the new 72E that was unveiled mid-year. The result was the reverse of the previous year, with Stewart beating Fittipaldi for the Drivers' Championship by 16 points, though the combination of the 72D and E's points earnings were enough to gain Team Lotus the 1973 F1 Manufacturers Championship.



Fittipaldi with Colin Chapman

For 1974, Fittipaldi left Lotus to sign with the promising McLaren team. Driving the highly efficient McLaren M23, he had three victories and reached the podium four other times. This allowed him to beat Clay Regazzoni and win his sec-

ond world championship . The following season, he notched two more victories and four other podiums, but was second to a dominant Niki Lauda.



Emmo with his grandson at Monza, year before last

In 1989 He scored his first Indianapolis victory for the Patrick team and in 1993 he added a second Indianapolis 500 victory by taking the lead from defending Formula One World Champion Nigel Mansell on lap 185 and holding it for the remainder of the race. The race saw him break Indianapolis victory lane tradition when he drank a celebratory bottle of orange juice instead of the traditional bottle of milk. He was only the second driver to not drink milk at Indianapolis since the tradition was founded in 1936. Fittipaldi owned several orange groves in his native Brazil, and wanted to promote the citrus industry. He was widely criticized and ridiculed for the action, even though he later took a sip of milk after the television cameras were off.

Fittipaldi returned to Indianapolis to drive the Chevrolet Corvette Pace Car for the 2008 Indianapolis 500. Despite having apologised for the milk incident, he was again booed and heckled by some fans during the Public Drivers' Meeting.

In May 1994, Fittipaldi skipped a practice session for the Indianapolis 500 after his close friend and fellow Brazilian world champion Ayrton Senna died during a Formula 1 crash. Fittipaldi was one of the pallbearers during Senna's funeral, alongside Jackie Stewart, Alain Prost and several other F1 world champions. Fittipaldi nearly won his third 500 race but clipped the turn 4 wall with 15 laps to go while he was holding a nearly full lap lead over teammate Al Unser Jr.



To help celebrate Ron Tauranac's 92nd birthday recently, a few of his mates gathered for lunch. From L—R :Jeffery Hinde, Bill Mair, Wayne Wilson, Rob Costa, Michael Donnan, .Jim Smith, Phil Easterbrook, Birthday Boy Ron Tauranac, Ed Holly & Tom Devitt.

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



"Tasmania-Hobart accommodation, special Club Lotus rates.

Are you planning a trip to Tasmania? Planning your own mini-Targa? As anyone who's been will tell you, Tasmania is a Lotus driver's paradise. I am able to offer special short term rental rates to Club Lotus members for my house in Mount Nelson, on the southern outskirts of Hobart, with glorious panoramic views of Derwent River and the bridge. Address is 408 Nelson Road Mount Nelson. The offer for Club members is 10% discount in addition to any other offers.

This is not luxury accommodation, but it's spotless, fully equipped and the house sleeps up to 6. Plenty of off-street parking (sorry no undercover). Best of all it's near the top of the famous Nelson Road zig zag. Every journey home an adrenalin rush!

More information at https://www.stayz.com.au/accommodation/tas/southern-tasmania/hobart/195149

But contact me first so we can line up your discount!

Robert Verhey robertverhey@yahoo.com.au ph. 0421313257

You might not have heard that Lotus 25R4 only ran at Monaco this year. The reason is that the engine failed after just 4 laps of practice at Monza a few weeks later. There was a crack in the block (a known weakness in the early Climax V8 blocks) which caused a fatal vibration in the transfer gears at the front of the block. The crack has now been welded up by the same people in the UK who do the Merlin engines for the Spitfires. And the welds have consequently been X-rayed by the Rolls Royce testing unit. The engine hopefully goes on the dyno next week, and will be ready for racing in 2017.

Merry Christmas to all at CLA

John Bowers



Andy Middlehurst alongside the John Bowers Lotus 25. Pictured with the Spa girls after his victory there in 2015

14th November 2016

LOTUS ELITE DIAMOND JUBILEE

AUGUST 12 13, 2017

Folks,

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

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

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

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





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

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

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

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

More news at it comes to hand.

Cheers,
Brian


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



AUSTRALIA'S MOST EXCITING OPEN WHEEL CATEGORIES COMING TO THE NATION'S SPECTATOR TRACK FOR A WEEKEND OF PURE MOTORSPORT!

FEATURING:

Historic and Modern Formula Ford
Wings 'N' Slicks racing in Formula A
Cut-throat competition in Formula Vee
A blast from the past with Groups M & O and P, Q & R

For more information and entries, visit www.wakefieldpark.com.au

Wakefield
PARK RACEWAY

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
February				
	Saturday, 18 February 2017	Gerringond Motor fest	8.00am	Mick Cronin Oval Gerringong
	Sunday, 19 February 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Thursday, 26 January 2017	Concorse d'Elegance Sydney	8.00am	Darling Wharf Sydney
March	Saturday, 11 March 2017	CLA CSCA Round 1	8.00am	Wakefield Park
	Saturday, 18 March 2017	FoSC	8.00am	SMP Druitt
	Sunday, 19 March 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 26 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
	Saturday, 8 April 2017	Lotus Lunch	12.30pm	TBA
	Sunday, 16 April 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Saturday, 22 April 2017	Lotus 2017	All day	Beechworth Victoria
	Sunday, 23 April 2017	Lotus 2017	All day	Beechworth Victoria
	Monday, 24 April 2017	Lotus 2017	All day	Beechworth Victoria
May	Saturday, 13 May 2017	JDC CSCA Round 3	8.00am	SMP North
	Wednesday, 17 May 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 20 May 2017	FoSC	8.00am	Wakefield Park
	Sunday, 21 May 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 21 May 2017	FoSC	8.00am	Wakefield Park
	Saturday, 27 May 2017	JDC Highlands to Tablelands	all day	Goulburn
	Sunday, 28 May 2017	JDC Highlands to Tablelands	all day	Goulburn
June				
	Saturday, 17 June 2017	Lotus Lunch		TBA
	Sunday, 18 June 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 21 June 2017	CLA Monthly Meeting	6.00pm	TBA
July	Saturday, 1 July 2017	AHOC CSCA Round 4	8.00am	Wakefield Park
	Sunday, 16 July 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 19 July 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 22 July 2017	FoSC	8.00am	SMP Druitt
August	Saturday, 12 August 2017	MOCA CSCA Round 5	8.00am	SMP Brabham
	Saturday, 12 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Sunday, 13 August 2017	Lotus Elite Diamond Jubilee	8.00am	SMP
	Wednesday, 16 August 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 20 August 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
September				
	Saturday, 9 September 2017	Lotus Lunch	12.30pm	TBA
	Wednesday, 20 September 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 17 September 2017	Beyond Blue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
	Sunday, 24 September 2017	SCCA CSCA Round 6	8.00am	SMP South
October	Sunday, 1 October 2017	FoSC	8.00am	SMP Amaroo
	Sunday, 15 October 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 15 October 2017	TSOA CSCA Round 7	8.00am	Wakefield Park
	Wednesday, 18 October 2017	CLA Monthly Meeting	6.00pm	TBA
November				
	Sunday, 19 November 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Wednesday, 22 November 2017	CLA Monthly Meeting	6.00pm	TBA
Decenber				
	Sunday, 3 December 2017	CLA Christmas Party	11.00am	TBA

CLA WA 2017 Diary

Month	Day Date	Event	Time	Location
February	Saturday, 4 February 2017	***Round 1 Sprint Championship***		Barbagallo (TSOA)
	Monday, 13 February 2017			
	Saturday, 18 February 2017	***Round 2 Sprint Championship***		Barbagallo (SES)
	Sunday, 19 February 2017	EMR	8.00am	Guildford
March	Monday, 6 March 2017	Go Karting		Cockburn (tbc)
	Monday, 13 March 2017			
	Thursday, 16 March 2017	***Round 3 Sprint Championship***		Collie (SES)
	Sunday, 26 March 2017	EMR	8.00am	Guildford
April	Monday, 10 April 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 16 April 2017	EMR	8.00am	Guildford
	Friday, 21 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 22 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Sunday, 23 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Monday, 24 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 29 April 2017	Jacks Hill Climb	8.00am	SES
May	Monday, 8 May 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 21 May 2017	EMR (gingin All British Car Show	8.00am	Guildford
June	Monday, 12 June 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 18 June 2017	EMR	8.00am	Guildford
July	Sunday, 2 July 2017	***Round 4 Sprint Championship***	8.00am	Barbagallo (SES)
	Monday, 10 July 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 16 July 2017	EMR	8.00am	Guildford
	Saturday, 29 July 2017	***Round 5 Sprint Championship***	8.00am	Barbagallo (SES)
August	Monday, 14 August 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 20 August 2017	EMR	8.00am	Guildford
September	Monday, 11 September 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 17 September 2017	EMR	8.00am	Guildford
October	Monday, 9 October 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 15 October 2017	***Round 6 Sprint Championship***	8.00am	Collie (SES)
	Sunday, 22 October 2017	EMR	8.00am	Guildford
	Sunday, 29 October 2017	British Auto Classic	8.00am	El-Caballo
November	Sunday, 5 November 2017	Jacks Hill Climb	8.00am	SES
	Monday, 13 November 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 19 November 2017	EMR	8.00am	Guildford
	Monday, 27 November 2017	Go Karting		Cockburn (tbc)
December	Saturday, 2 December 2017	***Round 7 Sprint Championship***	8.00am	Barbagallo (SES)
	Sunday, 3 December 2017	EMR	8.00am	Guildford
	Monday, 11 December 2017	Meet n Eat	6.00pm	BOAB

For lease / Rent

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



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

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

Rollerdoors at both ends - flat paved driveway access

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

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

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

$200 a week.

Prefer CLA member,

Call Andrew 0410 963 440

For Sale



FOR SALE - to make way for an Evora

Anne Blackwood 's 1968 S4 DHC Elan.

$45,000

For full details :

Tel. 0413 221 123

anne_blackwood@hotmail.com

Wanted

Wanted Lotus Europa prefer basket case S1 or S2 without engine, rusty chassis don't care,

Like I need a another project but what else do you do when you are retired.

If you Have a challenge for me please phone

Graeme 0425208775



Well maybe not quite this bad!!