July 2016

# Chunky's Chatter



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



## Inside this issue

- Lots of shots from Retro Racefest.
- Mike Basquil report on AHOC CSCA Event at Wakefield.
- Something you've always wanted to know, 'Who was a CLA member in 1975?'
- Get ready for Kings and our Annual Concourse.
- Mike Moore gives us the latest Duratec Update.

# Club Lotus Australia
## July 2016

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

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

The Club's financial year begins on 1st January each year.

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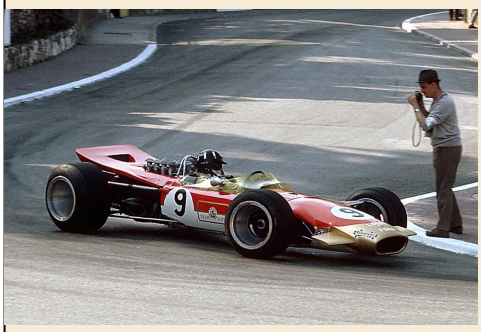
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**Cover Photo 1968 Graham Hill, winning the Monaco GP. They don't make photographers like this anymore.**

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

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

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# Presidents prattle
## With Ashton Roskill



Hello!

I've got five topics for dissection and perhaps discussion this month:

**Politics**

I wish I could admit to being happier about what is going on in the world politically at the moment, but to be honest I am a bit fed up by it all. By the time you read this we will have voted in the next Australian government, and with good fortune and a following wind, Rob Bryden may have a seat in the Senate for AMEP. Even if not, he has conducted a robust and remarkable campaign, and I wish him well in everything he is doing to represent motorists in Parliament. Brexit, on the other hand, is a very different kettle of fish, and one that both smells a bit like that kettle, and is also going to carry on causing the UK significant pain for a long time to come. I can only watch from the sidelines and pray the Leavers get a workable plan together quick smart. What happens in the US is anyone's guess, but I really hope they don't stuff it up!

**Lotus 2017**

Anyway, on a happier note, Lotus 2017 plans are well up and running, so if you've not booked your accommodation yet, get a shuffle on as the rooms at the George Kerford Hotel are booking up fast - full details at www.Lotus2017.com

**60th birthday of Lotus Elevens**

The recent HSRCA RetroRacefest was a wonderful weekend, and it was great to see so many familiar faces, to see members of the club out there on track (Daniel Bando and Syd Reinhardt take a bow!) and by hook and crook we managed to get six of the 12 Lotus Elevens lined up in the sunshine, which was great fun. If you've not seen the photos, have a look on our website, and over on Facebook. Personally it was a great privilege to meet the other owners, and to forge a close friendship with them over the weekend. I hope we can get them out more often.

**Simply Sports Cars**

Simply Sports Cars very kindly sponsored our marquee there and brought along a lovely lineup of cars including the brand new Evora 400; having driven one in the UK recently, I can attest to this being a stunning motorcar, whichever way you look at it. And it sounds like a real sports car too.




*Simply Sports Cars very kindly sponsored our marquee at Retro Racefest*

Since their appointment as the importer, the team at SSC has been very actively progressing their vision for the Lotus brand

here, and at the LOTD on June 24th, introduced their brand ambassador Grant Denyer (who's not only a handy peddler, but also a lovely bloke too) and announced that SSC will be key sponsors for Targa High-country




and Targa Tasmania (November 2016 and the weekend after Lotus 2017 in April 2017 respectively). Currently there are **15 Lotus cars** entered in Targa High-country, so if you fancy joining the fun, it should be a gas. And I have entered the Eleven in the Tour category in case you need a laugh. And better yet if you fancy being my navigator, give me a bell.

We have not had such a strong and valuable relationship with the Lotus Distributor in Australia since the days of the Geoghegan's involvement, and it is wonderful to have their enthusiasm for the brand, and technical excellence here to support our cars.

**General Meetings - the future**

As I write this, I am waiting to hear back from Classic Throttle Shop (Rory has been over at Goodwood FOS, lucky chap) to confirm our July General Meeting on Wednesday 20th July, and I can confirm that Bruce Mansell has kindly agreed to host us on Wednesday 17th August at his cave in Chatswood. Please mark these in your diaries and come along to support the kind hosts of these events. We recognise that this is a big ask, and that getting you out of the house on a weekday evening (particularly in the middle of winter) is a significant commitment. If these two occasions fail to achieve good representation, we will have to concede defeat and will focus on Tyre Kick and Coffee on the third Sunday of the month as our social gathering, with intermittent other events throughout the year. We will make that decision at the AGM in September (Wednesday 21st for your diaries!)

I think that's it for this month; your Committee is meeting on 9th July to confirm the next twelve months of activities so if you have anything you would like added to the agenda, please drop me a line.

Otherwise I hope to see you out and about, and in the meantime, keep safe, upright and on the blackstuff,

Pip pip

Ashton

# From the Editor Tom Devitt



Hullo everyone and welcome to the July Chunky's Chatter. Whilst preparing this edition the news of Britain's withdrawal from the EU filled the papers and television as well as fully occupying the chattering classes on social media.

Whilst the world is still careening around reciting the Lamentations of Jeremiah, it is probably timely to ponder what will be the ramifications for the British Automotive industry and Lotus in particular. Most of the kerfuffle is now not about immigration but the financial aspects of the decision. Firstly the devalued pound and secondly the trade agreements which will presumably be no longer in place. Trawling through the financial pundits and auto bloggers we can learn a lot. Firstly out old mate Bernie and his F1 Group get all of their revenue in US Dollars but pay their over 350 staff in British pounds. Pundits speculate that his organisation will be better off by as much as US$ 180 Million. Conversely, the British Formula One at Silverstone may be in deep doo-doos as its income is from selling tickets in £ Sterling but it has to pay Bernie's F1 Group US$ 25.5 million for the right to host the British GP and that bill is due this month!

No word as to what Proton Holdings Berhad (Owners of Lotus) is up to but probably Lotus is the least of their problems at the moment. But if it is any indication shares of India's Tata Motors the owners of Jaguar and Land Rover plunged 12 % on Friday 24 June as it is dependent on Europe for about 20% of its revenue worldwide.

Additionally the Luxury collectors used car market in Britain has taken a bit of a hammering with the fall of the pound. As the British are avid collectors of rare and historic vehicles many sales fell through, or were put on hold. Anyway, enough of this masochistic cloud-watching pessimism, lets cheer up a bit.

This month, from Evan Jones we have some more fabulous shots from the by now famous Lotus Eleven get together at Sydney's Retro Racefest. Additionally we have the return of the well loved column 'It doesn't always have to be about Lotus does it?'

Don't forger our Annual CLA Concourse on 28th July at the Kings School Parramatta. Details of how to get a ticket inside. Also our second Lotus Lunch for 2016 and one not to be missed. Probably Sydney's best kept dining secret, the William Blue restaurant training school in the Rocks. Exceptional food and bargain prices. Book early for this one!

In September we have our Annual General Meeting and elections for the committee. I would urge members, especially our younger ones (i.e. not approaching pensioner age) to consider standing, if not for a designated position then at lease as a committee member. It is not particularly onerous and the experience is invaluable.

As we go to press sad news of the parting of Charles Jardine has arrived. Charles raced a Cheetah with his brother Rob back in the seventies but it was his organisational skills at race meetings that made him legendary. Charles organised many HSRCHA race meetings and later became the driving force behind the FoSC meetings. He was renowned for running safe but enjoyable meetings and seemed to be everywhere at once and who could forget that hat!



***Charles Jardine and that hat!***

Charles died from complications resulting from surgery this year, he was 75.

Tom

# From the Track

**with Mike Basquil (photos courtesy of Mark & Annette Alexander)**

## 2016 CSCA June Report

June is the month where winter officially starts and the faithful head south to Goulburn for the winter round of CSCA that is hosted by the Austin Healey Club, many members made the extra effort on attended the Simply Sports Cars Lotus Only Day on the Friday as well. Winter events always have the added bonus of cold, wet or foggy conditions or a combination of all three usually on the same day. Personally I was hoping for cold wet or foggy stops us from play – cold means you just have to take extra care early and wear a Jacket and beanie.

The LOTD day was well supported with a full field and of course they had a combination of the weather conditions to keep everybody entertained. Goulburn has had over six inches of rainfall in June so the infield and run off areas were bogs to say the least not often a farm tractor is used in vehicle recovery but it has been pressed in service recently. It is pleasing to see so many new faces at the LOTD days hopefully they will discover the fun to be had in CSCA events in the future.

I've volunteered to be Event Secretary for Healey for the last couple of years and the entrant numbers were very strong we ended up with 105 entries with 19 CLA representatives in a field of 101 runners, conditions were cold as expected but dry. A HUGE thank you to all those that gave a hand on Friday afternoon in Scrutineering we managed to process half the field enabling us to start competition on time, the first cars were times at 9:04am. Those that attended the LOTD on Friday spread the word about the infield being wet and displayed muddy cars as proof the black stuff was the place to be – a couple of rivers flowing across the main straight strengthen this news. I'm pleased to report the day ran smoothly with only a couple minor hold ups with competitors getting 5 runs our goal was 6 but decided the last round of the day in probably the best of the conditions would given an extra 2 minutes so those that stayed till close of play would get the maximum track time available without the "but he got another run more than me".

***RESULTS:*** Len Goodwin continues to demoralize the early marque classes again winning *Class C2* by a mere 4 seconds and 20th outright despite having a sore shoulder that made gear changing difficult. *Class D8* is becoming a real battle ground with the young guns coming to get the establishment Andrew Lydon in his Elise pushed Rex Hodder's Exige into second place by two tenths. A breath away was James Kinghorn in his Elise 3rd in class with Phil Easterbrook 4th over Richard Wodhams a tenth back in his Elise; with Dennis Brady home 6th proving that this class is one to keep an eye on 4 seconds separated 1st to 6th. *Class D4* had Mark Alexander a class winner again and fastest Marque car on the day in his Exige S, but Mark's day wasn't without issue having to be towed in at one point before the cause of his electrical problems were identified; Steven Alcorn was 3rd his times improving with each outing netting another personal best. *Class D1* has Martin Duursma in the V6 Exige a class winner with Leigh Fuller in his new Exige V6 a tenth back to come home 2nd in class. *Class R7* saw the battle of the clubbie's with Peter Klumper the class winner with Ross Klumper 2nd both sharing the most campaigned PRB in CSCA history. *Class R9* saw John Taylor as our only representative in the Peugeot 205 placing 9th. In the Non




*Martin Duursma ahead of Leigh Fuller both driving Exige S V6's*

Marque Classes Keith Edwards campaigned the Audi RS3 to a class win in *Class 8BM* – Keith just got quicker all day posting a 1:10.82sec. lap and 22nd outright I'm reliably informed that Keith continues to use 'D' for drive and lets the computers sort things out. *Class 9BM* John Bott in the Skyline was the class winner with Team Deller campaigning the Commodore for a 6th to Peter and 7th to John.




***Andrew Lyndon takes Class D8***

To keep us all interested and supply our need for track time the Sprite Event round 5 of our Series is all prepared and entries are coming in thick and fast via the CAMS Motor Event Entry site. I will be missing from the next event due to a long anticipated holiday so I hope "someone" will fill my shoes in looking after the small details. My apologies for not informing everybody about entries opening sooner notification fell into the black whole that is sometimes called the interweb the remaining dates for CSCA Events are:



***Rex Hodder***

**17th July SCCA at SMP Amaroo**

**13th August MOCA at SMP Gardener**

**17th & 18th September CSCA Driver Training Day and TSOA at Marulan Driver Training Centre.**

I would like to make a note to all runners about tow hooks we haven't in the past been overtly strict about their presence but it is becoming an issue in the quick retrieval of cars that venture off circuit. This simple piece of equipment is mandated in the Supplementary Regulations and the Standard Requirements for Vehicles, and is the quickest way of removing your car from an unsafe situation. At present a lot of Entrants are disregarding this regulation, while not CLA members it would be good if you could encourage all competitors that may have inadequate or missing Tow Hooks to update ASAP, before as organisers of Event we have to enforce the letter of the Law, the longer it takes to recover a vehicle the less track time you get.

See you at the Track,

Mike Basquil

# Next Lotus Lunch, Saturday 6th August

# William Blue Fine Dining

# 107 George St The rocks

Okay, you cannot miss this one.

The location, is the showcase restaurant for William Blue College of Hospitality Management. William Blue Dining is a classroom where the future stars of the Australian hospitality industry develop and demonstrate their amazing talent to the public. Without a doubt, the food is of 5 star quality at ridiculously low prices and supported by an extensive wine and Beveridge list at sensible process.





As chief testers for Lotus Lunches, Donna and I have been back several times now and are unable to fault it. But if you don't believe me check out a random collection of recent 'TripAdvisor' reviews

- We loved the happy enthusiastic student staff and the food was gourmet five star. White starched table cloths and sparkling clean shiny glasses set the mood following a warm welcome upon arrival. We enjoyed our 3 course dinner and wine and the price is a bargain.

- William Blue Dining is a working teaching restaurant housed in the former site of Rockpool Restaurant. Students in the school's culinary arts and hospitality programs staff the house. Aside from the very affordable price point (39 dollars for 3 courses), the restaurant offers attentive service and delicious cuisine - exceeding all expectations. The restaurant has a solid wine list, featuring selections from Australia, as well as some old world classics. Each course was well presented and tasty. The duck confit with potato gratin was a standout. I was visiting Sydney and had coincidentally visited the iconic restaurant which previously resided in this space. Adjusting for price and service quality, William Blue Dining beat the other restaurant hands down. I'd highly recommend this unique concept for travellers or locals who are looking for a great dining experience at a very affordable price

- From the moment I made the reservation for 3 people at lunch time and until we finished our dining experience, everything was perfect. The trainee staff were efficient and friendly and service attentive. Freshly made tasty bread roll, Kingfish which was beautifully plated, rhubarb tart for dessert, all very delicious. Excellent value. The location at The Rocks is just a short walk from Circular Quay. Can't wait to go back again and would highly recommend this restaurant.

**Bookings are essential to Tom Devitt on 0417 295 549 or t.devitt@bigpond.com**
**Saturday 6th August 12.30 pm, 107 George St The Rocks (The old Rockpool restaurant)**



# South Australian May Monthly Run

From Andrew Stevens

Our June monthly run saw the heavens open, and those who had bought Classic Team Lotus umbrellas at Lotus 2015 got an opportunity to use them. The diehards clustered around trying to stay dry, before heading for the German village of Hahndorf for coffee and a warming open fire. We had one new face, who confessed that it was his first run after owning and using his S1 Elise for 8 years!

To answer the question that was posed, yes Patricia, we are all quite insane! And here's the photograph to prove it.




Our next run is Sunday 3rd July from the Sikh Centre carpark near the Tollgate at 9:00am. There are rumours of a new Exige that might make an appearance..

# A visit to the Jim Clark Room at Duns

A recent visit to the UK gave me an opportunity to visit the Jim Clark room in the Scottish Borders village of Duns. We set out in convoy from Newcastle on a perfect English summer day. That means that it was cold, drizzly rain and with the clouds regularly kissing the ground leaving visibility to be measured in feet, not miles. After leaving the A1 we crossed into Scotland, dodging the proliferation of speed cameras, and across the Blackadder, reaching Duns just before their Sunday opening time of 2pm.

The Room has been well documented in the past, but provides a respectful record of Clark's achievements through photographs and trophies, plus an excellent video and a small shop.

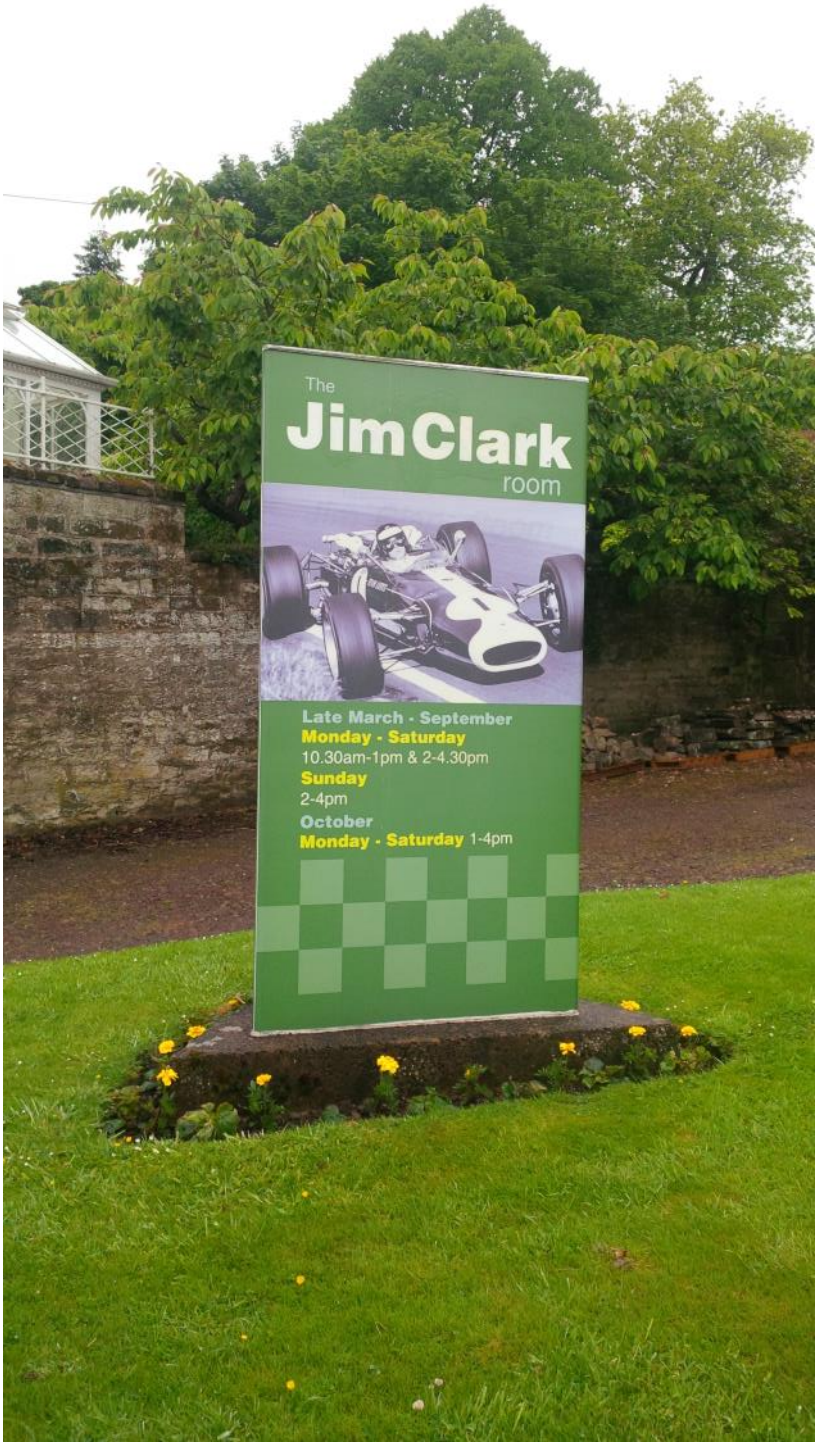
While we were there, a steady stream of international visitors passed through the museum. No photography is permitted, but the trophies on display included Tasman Cup, Indianapolis, and various F1 Grand Prix.

The Jim Clark Trust is has gained approval for a major overhaul and expansion of the facility to enlarge the display space and create exhibition and car displays. They expect that the Room will be closed for much of 2017 while the development proceeds, before opening again in 2018 with a Jim Clark 60th anniversary celebration and the Room becoming a fully fledged museum.

It's worth the detour, especially if you are travelling near Edinburgh, but do check opening times, and if you're thinking of visiting in 2017, check the Jim Clark Trust website before venturing out to ensure you don't visit a building site.

Happy motoring

Andrew Stevens



# OUR THANKS TO BRIAN CALDERSMITH FOR THIS 1975 CLA MEMBERSHIP LIST

| | | |
|---|---|---|
| Mk 6 | | Graham Howard |
| Mk 7 | S1 | Isobel Doube' |
| | S2 | Barry Duckworth |
| | | Bill Wade |
| | | Bill Mair |
| | | Karl Nelms |
| | | Leigh Andrews |
| | | Wayne Clark |
| | | Chuck Taylor |
| | S3 | Bill Mair |
| Mk 9 | | Graham Howard |
| Mk 11 | | Adrian Schagen |
| | | Geoff Davidson |
| | | John Dawson-Damer |
| | | Ron King |
| | | John Pentridge |
| | | Phillip Collins |
| | | George Row |
| Mk 12 | | Graham Howard |
| | | David Holyoake |
| Mk 14 | | Douglas Trevenack |
| | | Allan Dale |
| | | Barry Bates |
| | | B Baynes |
| | | John Dawson-Damer |
| | | Allan Cruikshank |
| | | Brian Caldersmith |
| | | Geoff Strachan |
| | | Trevor Butler |
| | | Adrian Schagen |
| Mk 15 | | Mike Ryves |
| | | Barry Bates |
| Mk 16 | | John Dawson-Damer |
| Mk 18 | | John Dawson-Damer |
| | | W Wilson |
| | | John Blanden |
| Mk 23 | | Wayne Clark |
| | | Allan Cruikshank |
| | | Syd Fisher |
| | | Ian Adams |
| Elan | | Ian Hamilton |
| | | Richard Nissen |
| | | Mike Kilnay |
| | | Ross Batstone |
| | | Jeanette Cooksey |
| | | Bill Wade |
| | | Tim Fowler |
| | | Bruce Tandy |
| | | Rod Stevens |
| | | Ray Milko |
| | | Phil Rose |
| | | John Miller |
| | | John Tarran |
| | | Owen Wuillemin |
| | | David Levy |
| | | Dennis Callahan |
| | | Peter Lane |
| | | Stephen Horrigan |
| | | Bill Carey |
| | | Brendon Bonnar |
| | | A Hardwick |
| | | Ross Williams |
| | | Cris Hartcher |
| | | Colt Dowd |
| | | Garry McMillan |
| | | Bill Mintorn |
| | | Allan Simcock |
| Elan Con'd | | Stephen Taylor |
| | | Warrick Ballhausen |
| Elan +2 | | Isobel Doube' |
| | | Graham Baverstock |
| | | A McNeill |
| | | Peter McCready |
| | | Ian Hodgson |
| | | Peter Marchant |
| | | Dennis Callaghan |
| | | Leslie Vereckei |
| | | P Biscombe |
| | | Colin Turner |
| | | Norm Smith |
| | | Ross McCallum |
| | | Barry Duckworth |
| | | Spencer Bates |
| | | T Devitt |
| | | Roger Richardson |
| | | B & N Rowe |
| | | Joan Harvey |
| | | Noel Tabor |
| | | J Siebert |
| | | Alan Mortlock |
| | | J Davis |
| Europa | | Paul Dewsnap |
| | | Brian Thomas |
| | | David Lubransky |
| | | Graham Harris |
| | | G Fishlock |
| | | M Hayman-Danker |
| | | Robert Pollard |
| | | Peter Jones |
| | | Tony Fisher |
| | | Ross Brown |
| | | Sub Lieut C Gunn RAN |
| | | Reg Hardwick |
| | | Wendell Tatam |
| | | Raymond Spree |
| | | Ian Yates |
| | | James Lipscombe |
| | | Colin Evans |
| | | Peter Eppel |
| | | G Trawnitschek |
| | | Peter Sims |
| | | Ken Green |
| | | Phil Rose |
| | | Andrew MacIntosh |
| | | Peter Sands |
| | | Jerry Leszynski |
| | | Angela Smith |
| | | Joyce Simcock |
| | | Roger Dulhunty |
| | | Don Thompson |
| | | R Scobie |
| | | Ron Matheson |
| | | Gregory Cox |
| | | Barry McInnes |
| | | Dick Marston |
| | | Bruce Siveston |
| Lotus Cortina | | Bryan Nash |
| | | Harry Johnson |
| | | Malcolm Lowe |
| | | Stephen Fryer |
| | | Ian Dewar |
| | | Mike Jones |
| | | Peter S ns |
| Escort TC | | Robert Kennedy |
| | | Dean Martin |
| | | Ray Clark |
| | | Kerry Bridges |
| | | Blaine Mace |

# George Row from Queensland is responsible for this excellent report on the Elevens' gathering at Racefest, which goes into interesting detail of the history of the six cars present.

At June's Sydney Retro Racefest, six Lotus Elevens celebrated their milestone 60th birthday.
Ashton Roskill brought his Series 1, which he is assembling from a kit that has been through five hands in the United Kingdom, United States and Australia. This kit has, for various reasons, never been built, so after six decades the car is set to turn a wheel for the first time in the very near future!
The car is a true time warp and it is very interesting to see the original fine detail of construction. Unfortunately the front bonnet section was left to the elements in Devon but a replacement is being restored.
Another project car was the nearly-completed




*Ashton Roskill and Ed Holly examining Ashton's car*



*Ed Holly Series 2*




*Gerry Lawson Series 2*

Series 2 of Tony Galletly. This car has a long racing history in UK, USA and Spain and demonstrates the amount of dedication needed to restore an Eleven faithfully.
Ed Holly's car is an outstanding example of how these race-winning cars can still be used regularly on the road and more than adequately keep up with modern traffic. It looks as good as new and attracts a lot of attention.
One of only two twin cam Climax Elevens has been beautifully restored by Richard Harris. It features the oil cooler along the side and full dry sump lubrication and is finished in the original livery of Scuderia Ecurie Ecosse as raced by Ron Flockhart and Roy Salvadori.
Gerry Lawson's car still regularly competes and while it is very neat, it also features the lovely patina of racing. It was entered for the regularity events and the Climax sounded beautiful on full song down the straight.

One of the first Lotus cars of any model to be seen on the famous circuits of Europe is George Row's very early Series 1. It has a long history and was raced in England by Frank Gardner before being imported into Australia in 1960.
The cars were contrasted with the latest Lotus Evora displayed by Simply Sports Cars of Sydney.
They have recently been appointed importers of the marque and are keen to promote both the new and historic Lotus. We would like to thank them for providing the marquee in a very prominent position.
It is a fitting tribute to Collin Chapman to see the interest generated in both young and old by these sexagenarian cars.
***By George Row***






***Tony Gallegly's multi coloured and part bare alloy series 2***



***Coventry Climax FPF twincam powering the Eleven of Richard Harris. This car was the one raced by Sir Charles Whatmore***

# CLA Annual Concourse

## The Kings School Sunday 28th August 2016

## 82–129 Pennant Hills Rd North Parramatta

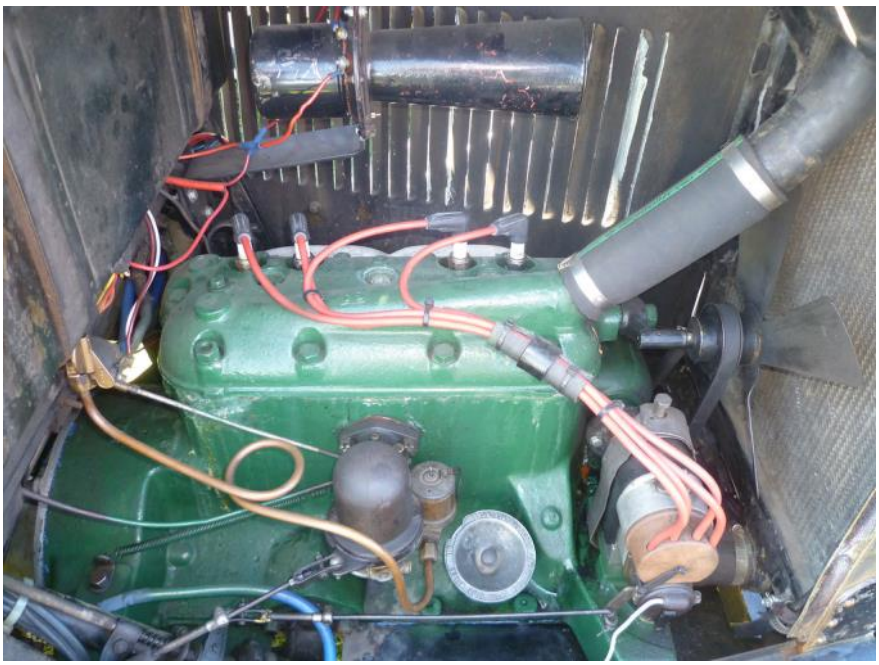


OK, its on again bigger-n-better than ever, the All British Day at The Kings School and incorporating the Club Lotus Australia annual concourse. No tricky categories this year just good ole cars, spit and polish and the love that we endear on our very special gadgets!

The club has purchased a number of tickets and if you would like one for your vehicle please email Elliott Nichols enicholls@clublotus.com.au with the following information:

- Your Name
- Your car and model,
- Car year
- Car rego
- Number of passengers you are bringing (although, as Elliott says, that's a bit of a moot point in a Lotus!!)

Gates open at 7.ooam, Event runs from 9.00am to 3.oopm



*If you thought your Evora power plant was a bit tricky, check out this Austin from last year*

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

Visitors to the 2016 Windsor Castle Concours of Elegance,( to be held this year on 2-4 September), will see four of the remaining 1926 British Grand Prix cars in one place. In a celebration of Her Majesty the Queen's 90th birthday, the historic racing cars will be joined by a British car from each decade of her life. The 4 cars from 1926 will be a Delage 155B, a Talbot 700, a Thomas Special and a Halford Special.



*1926 British Grand prix*

Concours of Elegance 2016 will also feature a free-to-view area, consisting of more than 800 models from the UK's best car clubs, in addition to its unique Royal Palace location, the annual Concours of Elegance differs from a traditional Concours, whereby the judging for the event is done entirely and exclusively by the owners of the vehicles entered, not by a formal judging panel. The Concours of Elegance organisers maintain that if a car has been invited to participate, it is already a winner, with each vehicle owner given one vote for another car in the Concours that they consider the most elegant. The car with the most votes receives the Concours of Elegance Pullman Trophy and is named 'Best in Show'.






# Tired of restoring Lotuses, how about an Ex Le Mans DB2?

***The Ex-Aston Martin works team, Le Mans 24-Hours, Spa 24-Hours Ex-Lance Macklin, Nick Haines, Arthur Jones, current family ownership since 1965***







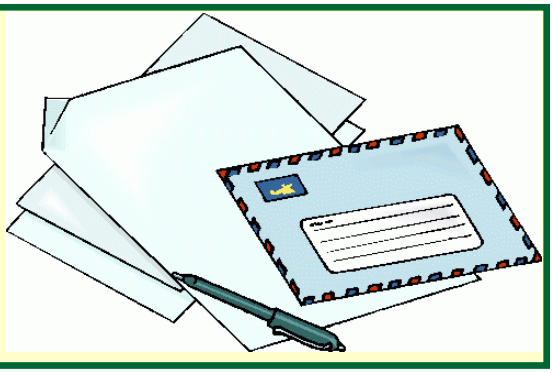
**1949 Aston Martin DB2**
**Team Car**
**Registration no. UMC 65**
**Chassis no. LMA/2/49**

*The first David Brown-era works racing Aston Martin model
*The only survivor fitted with the Claude Hill 4-cylinder engine
*Un-restored and representing a fascinating and hugely rewarding project

Just before you get too excited, it went (as is) for AU$ 1,253,917.00 at the Bonhams Festival of Speed auction on 24th June this year.

# LETTERS

**IF YOU HAVE AN OPINION ON ANY MATTER RELATING TO THE CLUB, PLEASE DROP AN EMAIL TO t.devitt@bigpond.com**



**YEP, THE EVEN MORE UNBELIEVABLE KONTINUING KARDASHIAN KONNECTION**

Boring as it may be, as members of Club Lotus Australia you elected a committee to run the club's affairs. Some of you are even on that committee.

This committee works pretty hard to make sure this club stays viable and continues to live and grow but at present we are working our fine butts off trying to get you to attend mid week General Meetings. Not much seems to work at present. Recently I organised a "Return To The Womb" evening at Sydney Rowers Club in Drummoyne. SRC was the venue for general meetings of the club in days gone by with good grub, heaps of parking and central location. I arrived after two hours driving to be met by two committee members and a spouse. OK what was wrong with this venue? Is it Sydney traffic or are we losing the ability to communicate face to face and instead rely on forums, websites, etc.?

Now this is where the Kardashian Konnection comes in. Even they go out and socialise, in person, along with electronic media.

Anne Blackwood

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Dear Editor,

Oh yes, and another whinge.

I notice that the number of CAMS officials has dropped in the last year. Probably because the average age of officials is approximately 75 wouldn't help.

Still enjoy your motorsport? How many of you signed on to become motor sport officials in the last year? Yes, you can do the CAMS General Module online and won't require you to get off your furry little butts.

It simply ain't gonna happen if you don't get involved on both sides of the fence.

Anne Blackwood

Lotus Club Queensland have a stock of Geoghegans' Sporty Car stickers and I wonder if any of your members maybe interested in these stickers – see link http://www.lotusclubqueensland.com/merchandise/

It appears an old LCQ member donated the stickers to LCQ in the hope that they would go to members who have cars sold and/or supplied by the Geoghegans when they were the Lotus dealer. We have had these stickers in our Merchandise stock for many years, but they do not appear relevant to most of our LCQ members as they have later model cars not supplied by the Geoghegan's. Craig Wilson believes the cars sold and supplied by the Geoghegans would probably be pre 1972 Lotus Elan, Elan +2 and Lotus 7 Clubman, do you know of any other models?

We have 45 of the stickers and we would like to know if any of your CLA members who have Geoghegans cars would be interested in a sticker for their car.

We would be happy to provide the sticker at a cost of $1.00 each, plus Postage $1.00 = Total $2.00 to people who can confirm their cars were sold and/or supplied by the Geoghegan.

As there are probably Geoghegan's cars in other states we will also run an article in the next magazine offering stickers to interstate Lotus owners.

Please advise if this offer would be of interest to your members.

Thanks and kind regards

Daryl Wilson Ph./Fax: (07) 3849-2220, Mob: (0418) 711-227

# Shed Shenanigans

# S1 Elise Duratec Conversion: Part 5

## Michael Moore

Location, location, location. It's the mantra of all budding real estate experts. The "laws" of supply and demand ensure that affordability and the desire of the masses to live in a certain location are inversely proportional and inextricably linked. Is the suburb posh or povo, how are the views, what are the schools like? Of course the day-to-day practicalities must also be considered, such as proximity to work, the supermarket, the airport, the track, etc. And for most of us, that means picking the nicest house we can afford, in the nicest suburb we can afford, in the city that work has drawn us to; often with the aim of climbing the property ladder as high as we feel we should, as fast as we think we can.



*New gearbox adaptor plate in place*

But imagine, if you will, being free of work commitments and the constraints of living in the city. One of those "Dream Homes" in the back of the weekend paper catches your eye and because you are a bit bored, it seems like a good idea to go and check it out, even though it's on the other side of the country. It's not quite finished and you don't really know the state, never mind the area but you fall in love with the views and the architecture and the romance of living on 25 acres of your own sub-tropical forest. That, my friends, is how you end up living in semi-rural Queensland, in a location you know very little about. What could possibly go wrong?

All this location stuff has been brought to mind because it has been influencing my Duratec project a lot recently. More on the property side of things in a while but we're here to talk about cars really, so it's time for an update on our progress with the physical location of a Duratec in the back of my car. You may remember that we had previously decided to re-orient the PG1 gearbox and that by pivoting it around the driveshaft's, it would be possible to move the crank centreline forward by around 6.5mm and lower by around 20mm as illustrated in my favourite diagram of the project to date. This would, however, require a new gearbox mount as well as front engine mount and engine to gearbox adapter plate.



*Machined wedge to orient gearbox at correct angle*



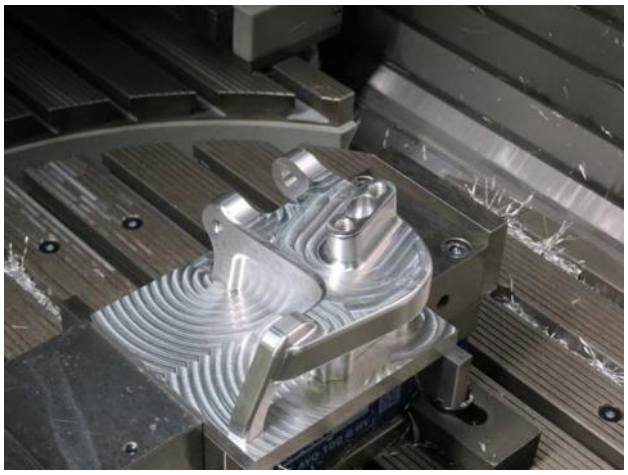
*Temporary front engine mount*

The process of determining the final engine location had a few challenges, not the least of which was that I was in my shed in Queensland, whilst Andrew Rabbitt (Andy_R), who was designing and making the parts, was in Victoria. Andrew started the process by machining the revised gearbox adapter plate, a small wedge for me to bolt to the standard gearbox mount and a plate for the front of the

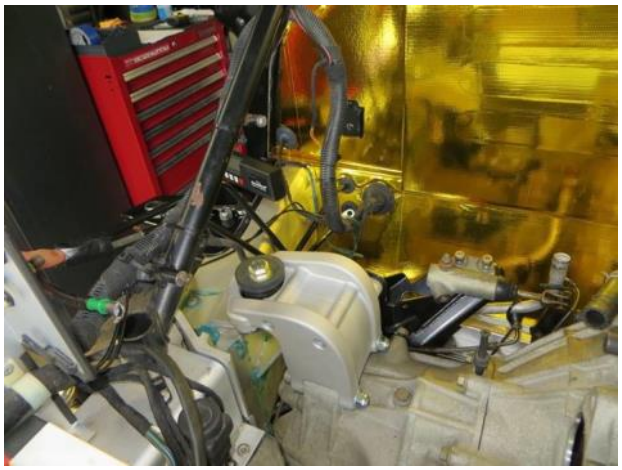


*CAD of 2 halves of gearbox mount*

engine, the combined fitment of which would enable me to secure the entire drive-train at the correct orientation and determine the final location of the engine in the x, y & z directions.
Once fitted, these allowed me to drop the engine back in the car in roughly the right place and over the period of 2 days Andrew and I discussed the pros and cons of 4 iterations of engine location before finally settling on one. We were aiming to keep around 15mm clearance between all elements of the drivetrain and the surrounding chassis structure and in the end, it was the proximity of the rear of the gearbox to the sub frame that was the constraint which prevented us lowering the engine any further. The crank centreline is around 26mm lower and 10mm further forward than that of the Rover K-series it is replacing. The engine is reclined at 5deg, which is the safe limit recommended by Ford but which increases quite significantly the clearance between the alternator and bulkhead and the exhaust manifold and sub frame, in comparison to a vertical engine. The engine is also installed at a slight angle in the East-West orientation, with the exhaust manifold face around 5mm closer to the sub frame at the gearbox end, than it is at the timing chain end. Whilst this really isn't visible to the naked eye, it helped immensely with clearance between the driveshaft and sub frame on the passenger side and also decreases the driveshaft angle quite significantly on the critical short driveshaft.



*Machining the gearbox mount on a 5 axis mill*



*New gearbox mount in situ*



*Front engine mount in situ*

All the while I was faffing about in the shed with angle meters, tape measure, Vernier's, etc., Andrew was beavering away on the final gearbox mount and front engine mount designs. Manufacturing took a little longer as it had to carried out in between real, paying work but the finished items were well worth the wait. The gearbox mount, in particular shows the level of lateral thought that Andrew puts in to his projects with the design consisting of 2 vertical halves, to ensure that the mounts can be machined from a standard billet of material and that all the unnecessary material can be carved out of the middle.
Earlier in the piece, I asked what could possibly go wrong with a move to dream home with beautiful views in a vibrant tourist town? Well the weather for one. We have had 3 one-in-100-year storms in 5 years but in reality those are passing events and the house and infrastructure have coped with them admirably. And sure, all the heat and water of a typical Queensland summer can make maintaining your little bit of sub-tropical forest quite hard work but mostly it's fun, so that's not really an issue either. No, what we have come to realise is that the location of our dream home just isn't right for us and the lives we want to live. Sometimes it's hard to know these things before you commit but in truth a lot more thought has gone in to the location of the Duratec in the back of the Elise than the location of our home before we bought it. The property ladder has given way to a property snake and our house is for sale at a relatively bargain price: the Elise isn't for sale at any price!

# IT'S TIME TO START MAKING PLANS – LOTUS 2017 IS ON THE WAY!



The Lotus 2017 Biennial meet is set for the 2017 ANZAC long weekend, the 22nd to 24th of April, and will be held in Beechworth, hosted by the Victorian Lotus community. The www.lotus2017.com event website is now up and running, so head over there to get the low down on Lotus 2017!

The basics are already online and ready for your perusal, and the site's registration portal and ecommerce payment systems will be online soon.

The event will be held over the 2017 ANZAC long weekend – Saturday the 22nd of April to Monday the 24th of April in historic Beechworth in North East Victoria. Beechworth is situated in the heart of wine country and is just an hour away from Winton Raceway.

Lotus 2017 will kick off with registration on Saturday afternoon, followed by a social welcome meal at The George Kerferd Hotel in the Mayday Hills parklands. Said socialising will continue on Sunday and Monday evenings with a meal at the Lindewarrah planned for Sunday evening and the gala dinner and awards presentation to be held at Brown Brothers on the Monday. Each of these meals are included in the entry cost.

Sunday the 23rd of April will see us gather for the traditional Concours d'Elegance at the Mayday Hills oval. This casual show 'n shine format Concours will be a great opportunity to catch up with friends, and will conclude with a picnic lunch that is also included in the entry.

Monday's track day will provide an excellent opportunity to stretch your Lotus' legs around Winton Raceway. The Lotus Only Track Day will be held by Simply Sports Cars and is sure to be another excellent instalment in the series!

For those not wishing to partake in the motorsport component, tours around the region will also be on offer. The Chiltern and Rutherglen historic tour to Chiltern via morning tea at Yackandandah will be followed by lunch at Cofield Winery's Pickled Sisters restaurant.

Entry to the event will be available at a cost of $500 for adults and $250 for children under the age of 18. Children under the age of six may join in for free. Accommodation and the track day are not included in the cost of entry.

Keep an eye on the official Lotus 2017 website and the Lotus Club Victoria Facebook page as details progress. If you have any questions, please contact Alec Spyrou & Cris Johansen at info@lotus2017.com.

We're looking forward to catching up with everyone in Beechworth next April!






# Rob Costa seeks photos for the CLA 2017 Calendar



Hi, I'm Robert Costa and have taken on the challenge to create next years calendar. My theme is "People and their Lotuses" so am looking for photographs that depict the relationship between the owners and their cars. All photos considered though! The best resolution you can muster would be great. I'm only looking for 12 photos…how hard can that be :-) !! My mobile is 0417213042 to discuss or robert@southhouse.com.au . I'm sure we can organise a "dropbox" type drop off point for photos that can't be emailed."

Rob

# From Japan, Lotus day April 2016

Held annually, Japan Lotus Day is a celebration of Colin Chapman and the cars he designed and refined during the course of his lifetime. The event is sponsored by LCI, the official Lotus and Caterham importers in Japan.




The sheer number of Lotuses in Japan is extraordinary as is the care and attention to detail that the owners lavish on them. . Just looking at the photos I would contemplate that any one of these care would be a concourse winner in Australia

On the far side of the paddock the guys at Lotus Japan had set up a little stage where they held various talk shows and even the obligatory *Jan ken pon* (Japanese rock, paper, scissors) game where the audience could score some giveaways.




MOTUL
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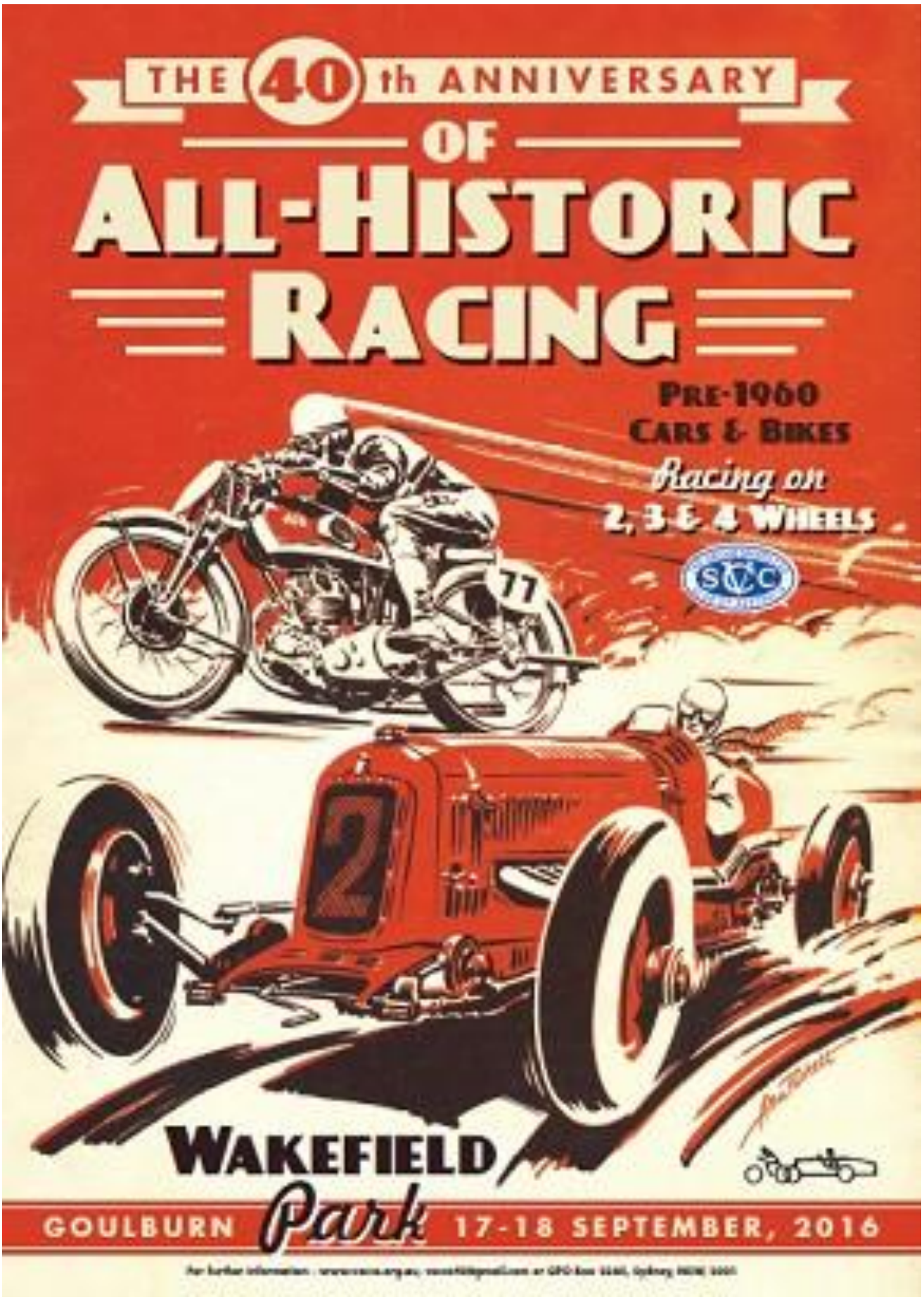



TISSOT
QUARTZ
GOODYEAR
11








THE 40th ANNIVERSARY
OF
ALL-HISTORIC
RACING
PRE-1960
CARS & BIKES
Racing on
2, 3 & 4 WHEELS
SVC
WAKEFIELD
GOULBURN Park 17-18 SEPTEMBER, 2016

# Shannons Sydney Classic

## August 13 – 14, 2016

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's also plenty to see and do indoors.

– Double-decker bus rides around the track (gold coin donation for the Bus Museum)






– Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.

– Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!

**CLA Has 12 tickets to this event so it's first in first served. For a free ticket contact Evan Jones via evanj@optusnet.com.au, EVAN.JONES2@transport.nsw.gov.au , or phone 0411103043.**

# The Lotus Forums International Lotus Day

## May 2016

With a record attendance of around 300 Lotus cars the sun really did shine for organisers and participants alike at TLF International Lotus Day. With the event now in its third year, guests to this free event were greeted with a phenomenal display of Lotus cars ranging from 3 Lotus VI's to the very latest Evora 400's and Exige Sport 350's and nearly every model in between! On the day the car display was the main attraction but there was also the chance to enter our Concours D'Elegance judged by ex-Lotus CEO Mike Kimberley and Guy Munday or wander around the £70m Mercedes-Benz World.



*Abby Clancy posing in one of the immaculate Lotus 6's*



Across the bridge, Brooklands Museum had a treasure trove of displays which could fill the day and they kindly allowed TLF again to offer car photoshoots under Concorde and a mass picture on the famous Brooklands Banking .Celebrity endorsement also graced us this year with a visit from England International Peter Crouch and his partner Abby Clancy.

# CLA WA Diary 2016

| Month | Day/Date | Event | Location |
|---|---|---|---|
| Jul-16 | | | |
| | Sunday, 3 July 2016 | WA Sprint C'Ship | |
| | 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. |
| | Sunday, 21 August 2016 | Lotus Club Sprints | |
| 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 | WA Sprint C'Ship | |
| | 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. |
| | Sunday, 23 October 2016 | WA Sprint C'Ship | |
| | Sunday, 30 October 2016 | Lotus Club Sprints | |
| 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 | | | |
| | Sunday, 4 December 2016 | Christmas BBQ & EME | |
| | Monday, 12 December 2016 | Meet n Eat 6.00pm | Boab Tree Kings Park |
| | | | |

# CLA NSW 2016 Diary

| Month | Day/Date | Event | Location |
|---|---|---|---|
| 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 | Bruce Mansell's 'Shed" |
| | 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

**Lotus Elan +2**




Fully and professionally built up as a very fast track/road car, currently on historic plates.

Built steel motor, straight cut gearbox and bullet proof drive train make this a 100% reliable and very fast performer. No expense has been spared in the built, starting with a full body off rebuild from the chassis up.

The very best Tony Thompson racing parts were used throughout. This little sexy beast is an appreciating classic selling for a fraction of the build cost and is great value at $46,500. Owned by Rob Bryden – car maniac and Lotus enthusiast!!!! If you know Rob you know this is top drawer!





We've had an enquiry in Britain but she deserves an Aussie home!

Custom tilt trailer with winch is also available by negotiation if required by purchasers.

First to see will be sold – she's a stunning little number.

Contact Suzi on 0400 383 069

# For Sale

## 1968 Lotus 51a Formula Ford



One of only two Lotus 51s in Australia.

Extremely original car – it spent 25 years in a shed after driving off a race track in 1971.

Restored by Casey Annis (of Vintage Racecar Magazine fame) who then won numerous USA Concours events before the car went to a New York Museum!

Engine: Lotus/Ford 1600cc, still with Holbay oil pump assembly - 681F 6015 (non -L) block

Gearbox: Hewland H6 (four speed)

Only two race meetings in Australia, and a couple of Sprint Meetings.

C.A.M.S Log Book and C of D.

Price: $42,000

Phone: 0419 756 896

# For Sale

## Minilite (Look-a-like) Wheels



13" X 6"

PCD: 114.3

I have a number of Minilite (Look-a-like) Wheels - Brand unknown.

You could purchase four (4) or even just one (1).

$180 per set of four (4) or $50 per single wheel.

## J A Pearce Magna Wheels

PERFECT for your Lotus Elan!



I have eight (8) only JAP Magna Wheels. 13" X 6"

One (1) is damaged - see photo for extent of damage.

After many years these wheels are again available new from the UK - Check out the price!

You could purchase these plus a new wheel from the UK and have;

A street tyre set and a race tyre set;

A dry tyre set and a wet tyre set;

A Concours set and a use everyday set; or

On sell a set of four (4).

**Price: $1,400 ONO**

All of the above wheels are currently in Brisbane.

Phone: 0419 756 896