July 2017



Chunky's Chatter

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



Inside this issue

- Anne Blackwood has a fantastically successful auction day on behalf of Lifeline
- The Lotus Diamond Jubilee draws closer all the information inside
- Classic Team Lotus holds a tribute to Elio de Angelis
- Geoff Winder concludes the tale of the fabulous Esprit VQ

Club Lotus Australia
July 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.

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

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Cover Photo, July last year, Phillip Is 6 Hour Relay. Annette and Mark Alexander

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

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.

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Presidents prattle
With Ashton Roskill



Hello all!

Welcome to halfway through 2017. Already. How did that happen?

May has been another up-and-down month.

Let's start with the down. Our friend, racing buddy and all-round lovely guy Mark Alexander lost his battle with the black dog this month. To say that we were stopped in our tracks by this news would be understating it severely. Our thoughts and prayers are with Annette and all of Mark's family during this difficult time.

Thank you to Martin Duursma for organsing the impromptu gathering the weekend after Mark died. Thank you as well to the significant number of Mark's Lotus mates who turned up for the funeral service last week, including several from interstate. We will miss him, particularly next weekend when we go to the track for the first time since his death and his bright orange, beautifully-prepared Exige isn't there.

On behalf of Club Lotus Australia and Aussie Elises members, we have created a tribute page for Mark on the Beyond Blue website. Please hit this link to view the page and consider supporting the cause to help combat depression and anxiety. Huge thanks to everyone who has contributed already!

On a more positive note, on Sunday 25th, Anne hosted the auction of a whole lot of Maurice's stash of Elan, Seven and assorted Escort parts in aid of Lifeline. She raised over $6000, so many congratulations to Anne, and many thanks to all those who turned up and dug deep for this very worthwhile charity.

Last weekend we had a small but very animated and enjoyable Tyre Kick and Coffee at Gough Whitlam Park. While I appreciate this is considerably more convenient for me than for many others, it would be lovely to see more cars there on a regular basis. Please put the third Sunday each month in your diaries and try to come along. We might even go for a drive one of these days!

I also managed to have a lovely run up to Kurrajong in the Blue Mountains to meet and chat with Patrick Quinn, who among other things edits the Oily Rag and the Austin Healey Magazine. He wanted to chew the fat on the build of the Eleven, but is also interested in following the build of our Healey for Peking to Paris. So I had a fine day out in the hills.



A table full of cranks!!

Also on Sunday the 25th your Committee met to asses the next half of the year; there is lots happening over the next six months, so we had animated conversations about lots of topics. Full minutes will appear on the members' section shortly, but the most im-

portant ones (in no particular order) are:

The **Lotus Elite Diamond Anniversary Celebrations on Saturday 12th and Sunday 13th August**.

This event will coincide with the Shannons Day at Sydney Motorsport Park. If you have been hiding under a rock, ***For further details see pages ,9,10, 11, 12, 22 and 27.*** We want as many varied Lotus cars of all ages to come and join a fun family day out.

We have support from Simply Sports Cars (thanks guys) who will have some new cars on display. To date there are 26 Elites coming, along with several interstate Elevens, Sevens and Elans. If you can come, please do.

We have sole use of the South Circuit pits, so should be able to comfortably house 60 cars, if not more. And we will be conducting our annual Concours d'Elegance at this event, so if you are in the running, you need to make sure you are there. Contact Brian if you need more details once you have read the low down in here.

2018 Christmas Party – Put Sunday the 3rd of December in your diaries. Not confirmed exactly where we might go, but will try to make it south of Sydney this year, following two years heading north. We will probably not be subsidising the meal and we are aiming to find somewhere a little more cost conscious (having seen the YTD club finances!)

2017 AGM – Our 2017 AGM will be held on Wednesday the 20th September, at the usual venue of Shannons in Frederick St, Artarmon. Come one come all to hear how we've been spending your money!

2017 All British Day at Kings School – The All British Day will be held on Sunday 27th August. We have 30 tickets for this lovely day and we need to put up two marshalls willing to help direct traffic on the day – you will only need to work for a couple of hours in the morning. Please let me know if you can manage this as it would be very much appreciated.

Eggs Benedict 2017 – Eggs Benedict has moved from its usual weekend at the end of September to Sunday 10th September. The usual rules apply (email Anne if you intend coming otherwise you will go hungry) and we will be running Round the Buckets in the paddock at Ebony Hall.

That should get you started – there's more to come, but some of the details still need firming up!

Many thanks to the Committee for extending the day at Anne's to have this meeting, and, as always, if you are willing to put up your hand to help, we always need willing volunteers.

Of particular concern is how we fill the shoes of Mike Basquil in the role of Competition Secretary. Please do let either him or me know if you are willing to have a conversation about what his role involves to help you decide if you can face doing some of that work. We also need some help organising social events and drives, so if that's your thing, please do let us know.

That's about it for this month. I look forward to seeing lots of you out and about this month, and in the meantime, keep it safe, upright and on the black stuff.

Pip pip,
Ashton

From the Editor
Tom Devitt



At this time of year, I love taking our young Golden Retriever on early morning walks in the local park, especially now she has just discovered oversteer. The park, though relatively small does contain a good size and well grassed slope. The early winter dew makes traction somewhat problematic, and after going for a few barrel-rolls when attempting a quick right-hander, she discovered if she collapsed her back legs into a squat, her fur on the wet grass converted the lack of traction into an oversteering bum-slide. This configuration has the added advantage of the power of fully retracted rear legs ready to spring to life as she rockets away!



Ruby waiting in the Pits

But enough about Ruby, and anyway she's not even old enough to go for her licence so it's the park for her for the foreseeable future! What great news from Anne, with the success of her auction day recently, as our cars age so does the value and importance of the uniquely Lotus parts. Many thanks to all of the generous members and friends who helped make the day a success.

As if he hasn't got enough on his hands already, our tireless president is preparing a 1954 Austin Healey to compete in the 2019 Peking to Paris rally with his good friend Giles Cooper. Read all about it inside.

Finally, you should now be well down the track getting yourself, car and family organised for the Lotus Silver Jubilee weekend on the 12th, 13th and 14th August. All of the information is available throughout this newsletter

If you would like to bring your car to the **CMC/Shannons All British day on Sunday the 13th** and the annual CLA concourse, the club has purchased a number of tickets which are free to members. Email Evan Jones with your car rego, model and year and the number of people accompanying you and he will post out the ticket to you. But be quick !! evanj@optusnet.com.au,



Bidding, well under way at Anne's Lifeline Auction

On that matter, Evan also has tickets for the Kings School day on Sunday 27th August.

Tom.

2017 CSCA June Report

With Mike Basquil.

Tom, the magazine editor, usually sends his regular contributors an email about the third week of the month to remind us that he would like us to collect our thoughts and attack a keyboard for your enjoyment. At the end of May a quick look at my Calendar as to what I had coming up in June led me to believe it would be a quite month with just the Healey where I'm Event Secretary, event to keep me off the streets – wrong thing to think as it turned out June couldn't have been more hectic, although all that has recently happen hasn't been good.

June started poorly with a phone call from Martin Duursma to let me know that Mark Alexander had taken his own life. To say I was shocked and dumbfounded is the understatement of all time!

Mark was the benchmark in CSCA competition for the past several years and was our Current Drivers Champion, an honor he has held for a couple of years. His Orange Exige was always the best presented in the paddock and rarely had an issue despite being given death on circuit to be on top of the time sheets. Scrutineering Mark's car was always a challenge to see what little twick had been preformed for this event in the pursuit of perfection- it was one of my highlights to pick up the latest and always brought that cheeky grin we all have come to enjoy, very rarely a comment to confirm any detection the latest subtle modification. Never the most outgoing in company, but always prepared to offer advice and training to those that requested and always there to offer assistance if another competitor was in trouble and of course his grin was always there. On track competition with Duncan Andrews has kept many a Clerk of Course entertained and they we dubbed the "Laurel and Hardy" show as they moved up the time sheets the level of sportsmanship increased as did there friendship. Many of us gathered at Martin's home to try and process the shocking news and share our thoughts- I think we all felt a little guilty that none of us had picked up on the fact he was suffering depression; despite being more aware and vigilant after the passing of Maurice Blackwood. The truth will be that understanding this problem is beyond our current ability to process, and down the track it will be another fact we can't just get our heads around. Our thoughts and condolences go to Annette and their children Cory and Senna. Any effort to summarise our friendship with Mark and Annette and the way we feel is always going to be inadequate as is our loss; Mark will be greatly missed by all.

The tragedy of Mark's passing prompted Anne Blackwood to spring clean the parts store, horded by Maurice over the years, all in aid of Lifeline. This was going to be the Lotus parts auction in the realm of once in a generation opportunity and the job proved to be an Aladdin's cave of development history, a Team of enthusiasts tried to sort and catalogue it into some sort of order. Thankfully Pete Walker stepped up to make it all that more presentable and photograph and detail as best we could, to give all interested parties the most information, so as to make informed purchases as possible. Of course all this was going to charity so the more that things were sold for, the better the outcome for the recipients of the donation. If this helps someone to avoid the emptiness caused by Mark's and Maurice passing it was work well done?

The past week has seen me in front of the computer most days finalising the Healey event and getting the FULL field into some sort of order that will enable everyone to have a good and safe time. On paper the final cut looks optimum but theory and reality are strange bed fellows, add to that Wakefield in the middle of winter and I expect it to all to be an interesting day. CLA has 30 competitors entered in a field of 105 so a busy time will be ensured. I hope the weather plays nicely, fog and rain are not welcome even though we all

expect it to be COLD. I will give a report for next month's magazine. The remaining 2017 season the dates are listed below for those that wish to mark down the Calendar dates;

Round 5 MOCA 12th August SMP Brabham

Round 6 SCCA 24th September SMP South

Round 7 TSOA 15th October Wakefield Park

Just to keep folks up to date, CLA attempted to Enter 5 teams of 4 Drivers into this years Phillip Island 6 hour we were only able to secure Entries for 3 teams, other Club like MX5 and NSWRR also suffered the same fate. All preparation will be complete by the first week of July with the Event happening over the 29th & 30th July. Mark Alexander and Annette we scheduled to be there as competitor and Team Captain, his place it was decided should go to Duncan Andrews and Mel Valdes volunteered to try and fill some mighty big shoes. Next month will see a report of the fun we had all tinged with a bit of orange in memory of a great guy.

CLA is still looking for my replacement, CLA volunteers of any description would be fine (it appears has been confined to the over 60 demographic and are well tired of it) – DO YOU FIT THE BILL your club needs you.

See you at the Track,

Mike Basquil



The Lotus contingent at a rainy all British day in Perth recently

1-2 finish for Classic Team Lotus at the Canadian GP

Classic Team Lotus drivers Katsu Kubota and Greg Thornton evoked the Team Lotus glory days, during the weekend of the 10th and 11th of June in Montreal, finishing first and second in the Sunday feature race for the Masters Historic F1.

Furthermore, in the first race on Saturday, Greg won, Katsu came third and Andrew Beaumont joined the party by finishing a fine fourth.

In front of the packed grandstands on the Sunday, the dicing black and gold



Classic Team Lotus drivers chose to livery their JPS cars with Classic Team Lotus and ACBC, in place of the period tobacco branding.



Greg Thornton and Katsu Kubota leading the field at the start of Race 2.

cars of Greg and Katsu were the highlight of the action-packed Masters F1 grid of 24 F1 cars, from the 70s and 80s.

Team Manager, Chris Dinnage, reports a busy weekend for the team of mechanics; Kevin Smith (1977 JPS Lotus type 78, ex Gunnar Nilsson), Tim Gardner (1980 Essex Lotus type 81, ex Andretti/De Angelis/Mansell) and Kevin Fiddy (1982 JPS Lotus type 91, ex Ellio De Angelis/Mansell).





Greg Thornton and Katsu Kubota celebrating on the podium after the Saturday race;

As ever, the impressive grid of three litre F1 cars attracted a lot of attention from both the F1 fraternity and the appreciative Montreal spectators alike.

Greg Thornton, Chris Dinnage, Andrew Beaumont and Katsu Kubota flew the Team Lotus flag in the finest of styles at the Canadian Grand Prix so close to a Classic Team Lotus shut-out, with Andrew Beaumont finishing a fine 4th place.

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Tickets go on sale very soon!!

The BIG LOTUS PARTY

3 Days of playing with your car

12 - 13 - 14 August

Celebrating 60 years of the Lotus Elite & Lotus Seven, 50 years of the Elan Plus 2, type 12, 49 & 51 (Formula Ford)

Saturday 12th:
SCCA Sprint meeting at Sydney Motor Sport Park

Saturday evening:
60th anniversary celebration dinner at the Alpha Hotel Eastern Creek - $65 per head

Sunday 13th: **Annual Concours d'Elegance** at Shannons Classic at Sydney Motor Sport Park

Monday 14th: **All Lotus Day** at Wakefield Park conducted by Simply Sports Cars.



Lotus Only Track Day to conclude the Diamond Jubilee weekend. Wakefield Park Monday 14th August

Simply Sports Cars have opened registration for their August Lotus Only Track Day om the 14th August 2017. The event will be held at Wakefield Park on Monday the 14th of August, coinciding with the last day of the Lotus Diamond Jubilee celebrations

Registrations are available on the Simply Sports Cars website, The goal is to fill Wakefield with Lotus cars of every speed, shape and size and put on a fun day at the track for all. Part of the Diamond Jubilee celebrations weekend, the LOTD is sure to attract some interesting cars and a few good mates to go driving with.

Simply Sports Cars' Lotus Only Track Days are designed to be fun and inclusive, offering options for people of all skill levels and inclinations to get out on the track in a safe, relaxed and educational environment.

Drive sessions are available for those who just want to take their car out on the track for some fun. If you're looking to up the competition factor slightly, sprint sessions, which are a typical sprint against the clock, are available.

For the full competitive experience, race sessions featuring practice, qualifying and three races will also be held over one very busy day.

Experienced drivers will be on hand to offer guidance and the SSC-Lotus team will be there to answer questions about your car, its set up and possible modifications. The event will also be supported by Harrop Engineering.

We've thoroughly enjoyed all of the Lotus Only Track Days so far, and are sure this will be another excellent event.

For the All Lotus Day bookings can be made here: http://www.simplysportscars.com/shop/1010-lotus-only-track-day And to see how it all works: http://www.simplysportscars.com/en/blog/a-lotus-only-track-day-explained

Image thanks to Paul D'Ambra



The big weekend is coming up in August and it will be a great Lotus Party.

The big weekend is coming up in August and it will be a great Lotus Party.
With a focus on the 60th celebration of the Lotus Elite, it has grown into a three day event with something for everybody. As a feature of the Shannons CMC day at Sydney Motor Sport Park, it includes the CSCA sprint meeting on Saturday, a big celebration dinner on Saturday night and the mass assembly on Sunday with organised laps around the circuit and a BBQ lunch. And Monday has the special All Lotus Day at Wakefield Park conducted by Simply Sports Cars for those that cannot get enough track time.
2000 cars turn out for the Shannons CMC display day on Sunday and we have been allocated the largest area at the circuit with our own pits, huge garage and dummy grid. As it is also the 60th anniversary of the Lotus Seven, 50th of the Elan Plus 2, Lotus 49 F1 car and Formula Ford Type 51 there is lots to celebrate. We have space for 100 cars and expect to see a large array of Lotus vehicles. Simply Sports Cars will be there in support.
Attendees are coming from most states in Australia, New Zealand and the United States. Over 60 people are already booked in to the hotel and the Saturday night commemorative dinner is expected to be booked to the limit.
Those wanting to participate in the Sprint Meeting on Saturday 12th need to contact Mike Basquil on (02) 9533 2140 or mbasquil@clublotus.com.au.
For the All Lotus Day bookings can be made here: http://www.simplysportscars.com/shop/1010-lotus-only-track-day And to see how it all works: http://www.simplysportscars.com/en/blog/a-lotus-only-track-day-explained
If you wish to stay at the Alpha Hotel Eastern Creek opposite the circuit with all the others, contact Brian Caldersmith on 02 9449 1740 or preferably briantc@bigpond.com to confirm your booking.

And **you must book for the dinner** - even if you are booked in to the hotel. Once it is announced outside CLA, we expect it to be a full house.
$65 per person to Club Lotus Australia. And the best way to do that is electronically via:

BSB: **633 000**
A/c Number: **144279056**
A/c Name: **Club Lotus Australia Inc.**
Payment Reference: **Dinner Your Name**

It is important that you include "Dinner" and your name in the reference. We also need to know the names of attendees, so an email to the Club Treasurer, Greg Cliffe at gregc@bdj.com.au will ensure they get a name tag and entry.

If you would like to bring your car to the **CMC/Shannons All British day on Sunday the 13th** and the annual CLA concourse, the club has purchased a number of tickets which are free to members. Email Evan Jones with your **car rego, model and year and the number of people accompanying you** and he will post out the ticket to you. But be quick !! evanj@optusnet.com.au,

Commemorative shirts are available and the order form is on page 26 and the club website. Shirts need to be ordered before the cut–off date - 14th July.

Quokka Talk

with Eddie Lankhorst

Wow what a busy few weeks we have had over May and June. The pinnacle of the period was the All Lotus Track Day arranged by AutoStrada. We have never seen so many Lotus all in one event in WA . What an amazing sight it was with 32 Lotus, mainly Elise and Exige models, an Evora and a beautiful Lotus Seven owned by Preston Adams.

July will be a busy month on the Lotus calendar with:

- SES Sprints at Barbagallo raceway on Sunday 2nd July
- BOAB Meet n Eat on Monday 10th July, 6pm Kings Park
- EMR going south on Sunday 16th July, meet 8am in Guildford
- SES Sprints at Barbagallo raceway on Sunday 29th July.

All Lotus Track Day

By Eddie Lankhorst and Vicky Rowe

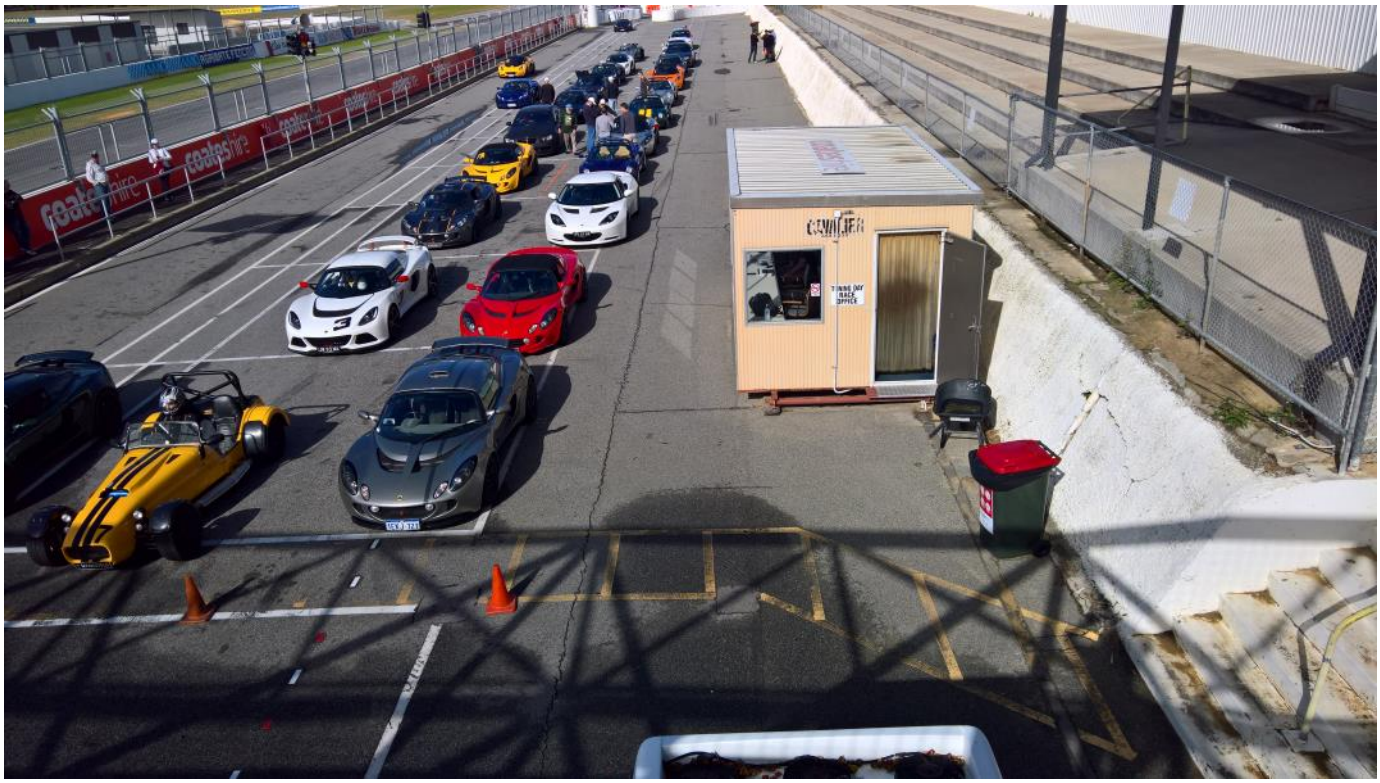


Earlier this year we met with Paul at Autostrada (our new Lotus Dealer) and we were greeted with a surprise when Paul announced that they were going to run an All Lotus Track Day. Fantastic, but we were also thinking this may not go well as not too many Lotus cars in WA see the track and the date was to be a Friday; a work day. Well again we were pleasantly surprised when Paul rang us about two weeks before the day to say he had 32 Lotus cars and owners registered for the day, plus a couple of racing celebs, driving instructors and an Elise Cup 220 for driving experience laps. Its great what can eventuate when you pull all your resources together and especially as this was all FREE, thanks to Autostrada.

Everyone arrived on time for registration, scrutineering and driver briefing. Teams were formed according to track experience and times, so we had beginners, intermediate and advanced drivers in separate run groups. Of course, this was not a race day, but it was a great opportunity to improve our driving skills and learn car control in a safe environment.

Great to see quite a few first timers out there having a blast. Robyn and Elly had smiles from ear to ear. In fact I think Mike had to literally prise Elly out of the Elise so he could get a turn.

There were a couple of non Lotus cars that joined in with the advanced group, including a 1000bhp Nissan that Vicky enjoyed tussling with throughout the day. He had the power, but not the longevity. A couple of minor mishaps served to sharpen some drivers skills, but otherwise everything went really well. Sadly though one Elise blew an engine on the first run, requiring a flatbed tow to get home.



Nick Mitic, a 17 year old up and coming racing driver, showed us how it's done behind the wheel of the Cup 220, which looked race ready with sporty Lotus and Autostrada decals. It was his first track experience in a Lotus and he was full of praise for its 'out of the box' capability, coupled with everyday practicality. Vicky sat in with Nick for a couple of laps and found he was very smooth and fast and clearly relishing his Lotus poster boy status for the day.

Around the middle of the day the uber cool Alex Rullo arrived looking very much more mature than his 16 years. Alex is officially the youngest ever competitor in the Supercars Championship, starting this year with the Lucus Dumbrell Motorsport Team.

Vicky has been followingly Alexs' progress for a couple of years, since competing in the WA Excel Championship Series; a cheap entry level series inaugurating here in Perth in 2014. Alex and Nick fought it out that year with Alex going on to win the championship. Then, at 15, he became the youngest driver to win a national CAMS circuit racing event while competing in the V8 Touring Car Series. He was subsequently awarded the 'Future Star' award by CAMS and no doubt his star status continues to rise.



It was great to have Alex and other very experienced drivers giving instruction and Nick giving non drivers a spin so they could have an adrenaline rush as well. Autostrada even put on a very nice BBQ. There was something for everyone to enjoy. We were also privileged to have Richard Gibbs join us, representing Lotus Australia.

All combined it was a very well run, professional and successful day. I really hope Paul Lombardi (Autostrada's principle) thought it was a success too as we're all hoping that he'll do it all again next year.

Anne Blackwood holds auction for Lifeline and raises a fabulous $6000.00



On Sunday the 25th of June Anne Blackwood hosted a charity auction of Lotus parts to raise money for Lifeline. Syd Reinhardt and Ashton Roskill photographed the event, and have kindly shared some images with us here.

The auction saw a collection of Lotus parts, mostly belonging to Elans and Sevens, along with a set of Escort bits, sold to members of the community. All up, Anne raised over $6000, which will be donated to Lifeline.



The auction also made for a great excuse for the community to get together and enjoy each other's company on a lovely winter afternoon.



We'd like to send a huge thanks to Anne and everyone involved in setting up, running and hosting the event, as well as to everyone who dug deep to contribute so magnificently to Lifeline's efforts.

Photos, thanks to Syd Reinhardt and Ashton Roskill.





Classic Team Lotus support the Elio de Angelis Memorial Event



Classic Team Lotus was pleased to support the de Angelis Family at an event last week-end in Italy, to celebrate the memory of Elio de Angelis.

Roberto de Angelis organised a splendid display in the beautiful hilltop town of Potenza Picena. (Driver Darren Robinson did brilliantly to get the CTL transporter to the top of a very narrow, twisty and slippery stone access road).

The peaceful setting was perfect for remembering Elio; a wonderful man, a brilliant racing driver and a great friend to Team Lotus, through thick and thin.



In the afternoon the transporter moved to Porto Picenza Picena for the 88B to be driven by Emanuele Pirro along the high street, in front of 4,000 very enthusiastic – and very hot – locals. (The local police were not quite so keen.)

Elio raced the most Grand Prix for Team Lotus, winning the 1982 Austrian GP and the 1985 San Marino GP. He was a Championship contender all the way through the 1985 season, battling not just the opposition but also his team mate, Ayrton Senna.

After six seasons with Team Lotus, Elio died in tragic circumstances at the Paul Ricard circuit in 1986, testing a Brabham F1 car.



Bill Mair, Peter Eppel and Mike Donnan went over Europe as a support Team to Wayne Wilson's BT 21 grand tour of motor racing circuits



Team and cars at Nurburgring



Dinner in a hanger at Dijon Airport



Race gridding up



spitfire at Dijon airport BBQ

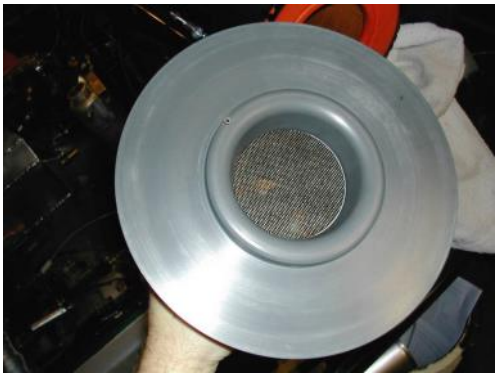


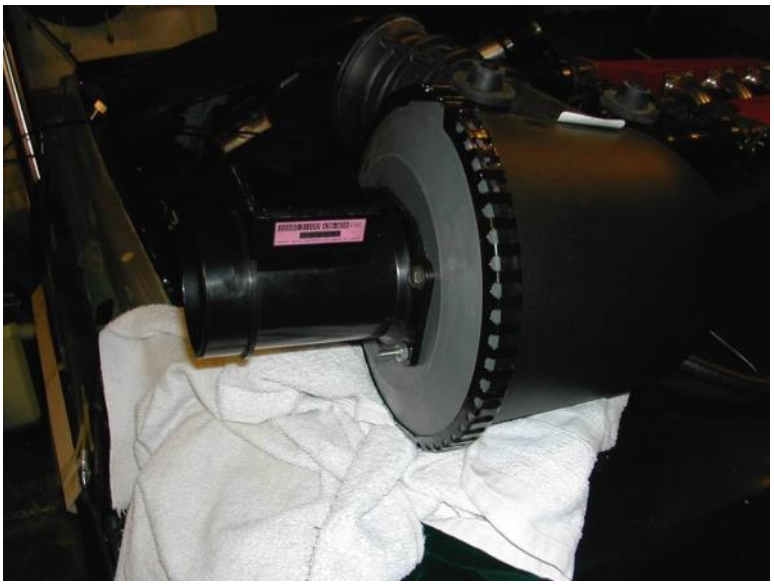
OK Here's a better one of the grid girl!!

The Esprit VQ

Geoff Winder continues his fascinating project this time the job is to Charge Cooler and Inlet Plumbing

Nice big piece of plastic turned on the lathe, but what is it for you ask?







Well I need a compact air filter that has good flow. Ford Mustangs have these great filters that can be found on eBay for a reasonable price. so I made this adaptor to connect the Nissan MAF.



Ducting thoughts…. This is connected to the side "ear" inlet ducts behind the rear quarter window of the Esprit.



Final Positioning.



The next problem is the Turbo outlet pipe. The Nissan factory setup is a front mounted Charge Cooler (intercooler). I will be using an air to water setup mounted at the back of the engine. So I need the turbo outlet to face backwards not forwards. Cut and shut time.



I think this milling machine has earned it keep now.. A quick face cut to remove any warp from the welding.

Back on the engine. That's better.





Moving along the inlet tract, next the charge cooler. I picked up this little beauty from a US company called Frozen Boost. Here you can see the mockup with anything I could get my hands on. The aluminium bar is where the back of the boot is, so it should fit quite nicely! Problem is there is only one output from the Charge Cooler and I have twin throttle bodies.



Charge cooler, meet Mr Choppy!!

Can I get a warranty repair on this??



Now for a bit more welding. And a big thank you to the the boys at www.kirrapak.com for folding aluminium for the top of the of the charge cooler.



Inlet air tract completed!

LETTERS



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

Hi Tom,
Another great magazine thanks I'm sure from all the other members also.
As you know, I hold the club registers for the historic Lotus cars, the early Elans and plus 2's, Elites and sevens.
The seven register was held for many years by John Sexton who did a great job with it.
I am concerned that the email address which is on the website for me does not work and never has.
If anyone has tried in the past to contact me through the marcschagen@clublotus.com.au address and has not had a reply,
it is not because I am ignorant. I am always happy to help with previous history of cars etc. if I can.
Due to my job as a truck driver, I may not always be able to supply details straight away but will do so when I get home in the next few days.
Tom, could you please change my email contact details on the address page of the magazine to mschagen@bigpond.net.au so that I can receive those emails.
I am happy to supply details on any cars in the register to owners or even prospective owners (if the car is for sale) although I may sometimes need to check with the owner if I think the details may be private or of a sensitive nature.
Identification details on Lotus sevens, 23's and some other historic cars may also be witheld for reasons due to replication of these models.
I have in the past been the middle man in many car sales (without commissions) and I am happy for the cars to change hands and to go to a good home where they will get the tlc and use they deserve. I can also be contacted on my mobile 0418 252323.
Kind regards, Marc Schagen

Folks,
It all happens next month, so I trust everybody is getting ready for the big party. As a matter of timing, there are two important dates that you need to be aware of:

First is the cut-off date for **dinner bookings**. The celebration dinner has proved very popular with around 80 people booked already. We have to advise the hotel of final numbers with payment on **28th July and cannot accept requests after that date**. So, do not delay if you are intending to be in with all the action. Again, the best way to book is electronically:

$65 per person to Club Lotus Australia.
BSB: **633 000**
A/c Number: **144279056**
A/c Name: **Club Lotus Australia Inc.**
Payment Reference: **Dinner Your Name**

It is important that you include "Dinner" and your name in the reference. We also need to know the names of attendees, so an email to the Club Treasurer, Greg Cliffe at gregc@bdj.com.au will ensure they get a name tag and entry.

The 60th Celebration **shirt orders** must be **in by 14th July** to ensure delivery. Another order form is attached with all the contact details. Ladies sizes are also available in the following sizes. Contact the manufacturer direct.

LADIES	8	10	12	14	16	18	20	22	24	26	28	30
BUST	46	48.5	51	53.5	56	58.5	61	63.5	66	68.5	73.5	76
SP LENGTH	62	64	66	68	70	72	73	74	75	76	78	79

More details of our event soon.

Cheers,
Brian Caldersmith

Answer to last months "Now who Said That?"




THE TIMES SATURDAY APRIL 30 1994

Accident exposes Formula One's perils

Barrichello crash overshadows Senna's success

FROM OLIVER HOLT IN IMOLA, ITALY

DETAILS

Last months quote,"There are no small accidents here." was said by Ayrton Senna* during an interview with Oliver Holt on Friday April 29th 1994 and reported in the London Times on Saturday 30th. Holt was interviewing Senna in the aftermath of Rubens Barrichello terrifying accident during Fridays practice. Rubens (a compatriot of Ayton's) was treated quickly and was able to leave hospital the next morning. Saturdays practice proved even more disastrous with the death of Roland Ratzenberger and this had a further devastating effect on Senna.

His great friend and on-track Grand Prix Surgeon Professor Sid Watkins, tried to talk him out of racing on the Sunday but to no avail. On race day there was a start line accident that necessitated the pace car coming out. Watkins was stationed in the medical car as the race restarted. The following is from his book ***Life at the limit*** "Senna was in front closely followed by Schumacher...My premonition crystallized. I turned to Casoni (his driver) and said 'There's going to be a fu..ing awful accident any minute'.... The next moment the red flags were out again. Casoni took off and as we approached Tamburello somehow I knew it was Senna. He was slumped in the Williams car and the doctor from the first intervention car was with him....He looked serene. I raised his eyelids and it was clear from his pupils that he had suffered massive brain injury. We lifted him from the cockpit and laid him on the ground. As we did, he sighed and, though I am totally agnostic, I felt his soul depart at that moment" Ayrton Senna died at Maggiore Hospital at 2.17pm Sunday May 1st 1994.

This month was jointly won by Anne Blackwood and Evan Jones. Ann got on first but Evan pointed out that the quote may have a bit of a cloudy background. Some sources report that it really was "there are no small accidents at this circuit. Yet another attributes Martin Brundle (on the same weekend) saying "You don't have small accidents at Tamburello"

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, , "***No point in having seven gears if you cant find any of them***"

I bit tricky I grant so to make it a little easier it was said after his retirement from the Spanish GP at Gerez in 1986, and whilst he wasn't driving a Lotus on this occasion he in fact drove very successfully for them for 6 years:

Winner announced next month

And remember, the quoted person is mentioned somewhere in this newsletter!! And to make it <u>really easy</u> he is mentioned on 4 different pages in this issue

Wheel tracks across Mongolia

Peking to Paris in a 1954 Austin Healey 100/4



The Peking to Paris Rally is one of the most iconic motoring events in the world. The first one, in 1907, came from a challenge by the French newspaper, Le Matin, which stated "***What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?***" As a result 5 cars started on the 10th June 1907, and the 14,994 km event was won 60 days later by Italian Prince Scipione Borghese, driving a 7 litre Itala. This amazing event is usually considered the first true international motor rally, even though the winner's prize was only a magnum of champagne.

Resurrected in 1997, the 2019 event will officially be the 7th Peking to Paris, and two Australians, Our own Ashton Roskill and Giles Cooper, have been fortunate enough to secure an entry for the 2019 event, despite it being oversubscribed 2 years before the start. This is the first part of the story of their preparation, and eventual participation in this amazing event. First of all, who are Ashton and Giles ?

Well Ashton is of course well known to all CLA members. He is a 52 year old Sydney resident who works full time as a Management Consultant, and has a passion for cars, most of which are Lotus'. He has competed in GOME rallies in Europe, raced motorcycles, and rallied a Ford Escort. He also has a love for S1 Land Rovers, and recently acquired a 1954 Austin-Healey 100/4 with a view to competing in a rally such as the Peking to Paris. Although he was born in Australia, he grew up in England, only returning to live in Australia in 2003. Since then he has pursued his passion for cars, sprinting his Elise in the Combined Sports Cars Association series since 2006, and more recently campaigning his Eleven in Targa High Country and Historic Regularity; he is also as we know, the current President of Club Lotus Australia.

Giles is a 69 year old retiree, a recent survivor of throat cancer, who was born and educated in England, emigrating to Australia in 1968 and working as a teacher in Melbourne. Shortly afterwards he started to work in the Oilfield, and spent the next 40 years working and living all over the world, looking for oil. Motor racing has always been in his blood, and wherever possible he competed - everything from Karts to radio controlled cars to Formula Ford. Having purchased his first Lotus in 1999, when living in Scotland in 2002 he attended a Lotus trackday at Knockhill and met Ashton, who was also looking at shipping his Lotus Elise back to Australia. Since then they have remained friends, and are active founding members of Aussie Elises, which caters to most modern Lotus'.



In 2012 Giles became the first (and so far only) person ever to drive an Elise to the Alaskan Arctic Circle up the Ice Truckers Highway, and he then spent the next 2 ½ years driving around the world in a Toyota Landcruiser. In late 2016 he was



wondering what to do next when Ashton called him and invited him to co-drive his Healey in the 2019 P2P. 3 milliseconds later, Team Healey was agreed, and they set to work. First thing settled was the delegation of work – Since Ashton works full time, and Giles is retired, it was agreed that Giles would oversee the rebuild, while Ashton would largely finance it – At least until some sponsorship was obtained. This meant moving the car to Queensland.
The car, chassis no BN1-L/150638, was originally a LHD vehicle that lived for some 40 years in California, so it was (fortunately) never exposed to the evils of English winter salted roads. It then lived in W Australia where it was converted to RHD, until it was purchased in 2015 by Ashton, and brought to Sydney.
A lot of discussion has been held on how to prepare both themselves and the car for such an event, but it was not until their entry for the P2P was officially accepted by the ERA in March 2017 that work has begun in earnest. Giles trailered the car up to his home in Queensland in March, and then spent April in the UK, making time to visit Austin Healey parts suppliers like AH Spares, Northern Healey Centre, and Moss to work out what parts would be required.
Returning home in early May, work started on the car, and while Giles does a lot of the parts sourcing and minor fettling of the car, it was decided to farm out some of major chassis work to Classic Car Centre on the Gold Coast, where Mark Boldry has extensive experience with classic car restoration, especially Austin Healey's.

By May this year work is mostly focussed on stripping the car down and working out what needs to be replaced or beefed up. The P2P rally is initially across Mongolia and Kazakhstan where there are few if any roads, so rough, rocky and sandy tracks and river crossings are every day occurrences, and cars are stressed to the maximum. After that it is north to Moscow on poor quality roads, before dropping back down through Europe where conditions will hopefully improve slightly. For the Big Healey, while the later 3000 model had an excellent rallying record in the hands of people like Pat Moss and Rauno Aaltonen in the 1960's, the biggest issue is ground clearance, especially of the exhaust.
They will therefore be copying the factory cars and re-routing the exhaust down the side of the vehicle, instead of underneath it. This entails cutting into the passenger side of the car, shortening the door by some 10 inches, and locating the exhaust along the sill of the car, exiting behind the door. They will also be running high profile light truck tyres to increase ground clearance further – Rally tyres are too soft a compound to survive the 14,000 kms.
Finally everything on the car, from suspension to bodywork to electrics, must be capable of withstanding incessant pounding from poor roads, as well as water from river crossings and dust from Gobi Desert roads, so all of the suspension is to be rebuilt. They also have to carry all their own spare parts, be prepared to camp for the first couple of weeks, and carry enough fuel to cover a full day of up to 650 kms. A challenge, indeed.
It is going to be an amazing adventure, and they hope that you will share it with them as they prepare both the car and themselves over the next 18 months, and then as they tackle the event itself, starting in June 2019.
Ashton and Giles have chosen two charities to support while we are doing this – Cancer Research chosen by Giles, and Beyond Blue, dedicated to helping people with depression, chosen by Ashton, both for very personal reasons. Half of all funds they raise initially will go to these charities, and once their costs are partially covered, 100% of any remaining amount raised will go to them.
They can be found on our blog at http://austin-healeypekingtoparis2019.blogspot.com.au/
and will shortly have a Facebook site for day to day coverage and support.
Welcome aboard Team Healey, for the Adventure of a Lifetime……

LET'S GO BACK TO THE LUGARNO LIONS SPRING FESTIVAL & CLASSIC VEHICLE SHOW

The 2017 Lugarno Lions Spring Festival & Classic Vehicle Show is set for Sunday the 17th of September, 2017, and we're invited. The event will be held on Sunday the **17th of September, 2017, at Gannons Park in Peakhurst. Entry to the festival is free.**



All interesting vehicles are welcome to enter the Classic Vehicle Show. The Classic Vehicle show has a $10 entry fee for which is donated to charity in its entirety. Entering and displaying your car is not mandatory, but it does enter you in judging for some prizes and provides cheap and easy parking for the festival. For more details and to download the invitation and registration forms, go to the Lugarno Lions Classic vehicle page in their website Club Lotus Australia member Peter Walker is the secretary for the Lugarno Lions Classic Vehicle Show, and you can contact him with any questions at carshow@lugarnolions.org.au.





Lotus Elite Diamond Jubilee

The special celebration shirts are now available!

All those people that advised of their shirt requirements can now order them direct from the manufacturer. This way we have kept the price down (and reduced the amount of work I have to do in organising it all).

Simply fill out the order form below and send to Acme Imagewear and your shirts will be mailed direct to you. It would be nice to see lots of them displayed over the weekend.



LOTUS ELITE 60 YEARS SHIRTS ORDER FORM

ACME IMAGEWEAR
www.acmemerch.com.au

CUSTOMER NAME:	DATE:
DELIVERY ADDRESS:	CONTACT #:
	EMAIL:
VISA/MC/AE: _ _ _ _ /_ _ _ _ /_ _ _ _ /_ _ _ _ EXP: __/__	CVV:_____

* Please complete all relevant details on this form in BLOCK LETTERS to ensure all information is accurate *

ITEM	DESCRIPTION		SRP inc gst	Size S	M	L	XL	2XL	3XL	4XL	5XL	Units	Total $
	JB's Signature Polo 65% Poly for durability, and 35% Cotton for comfort 210gsm double knit pique fabric, easy care lo pilling 3-button placket	WHITE	$28.90										
	JB's Signature Polo 65% Poly for durability, and 35% Cotton for comfort 210gsm double knit pique fabric, easy care lo pilling 3-button placket	BLACK	$28.90										
DELIVERY													$9.50
TOTAL													

Queries to: 02 9311 8500

GO TO www.acmemerch.com.au and
SEND FORM TO: sales@acmecorp.com.au, or FAX 02 9311 8588

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
July	Saturday, 1 July 2017	AHOC CSCA Round 4	8.00am	Wakefield Park
	Sunday, 2 July 2017	2017 Classic Car display	11.00am	Bundanoon
	Sunday, 16 July 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	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
	Monday, 14 August 2017	Wakefield Park Lotus only track day	7.00am	Wakefield Park
	Wednesday, 16 August 2017	CLA Monthly Meeting	6.00pm	TBA
	Sunday, 20 August 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 27 August 2017	Kings School All british Day	8.00am	The Kings School Parramatta
September				
	Sunday, 10 September 2017	Beyond Blue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
	Wednesday, 20 September 2017	CLA Annual General Meeting	6.00pm	Shannons Frederick St Artatmon
	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
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 Sale

2005 Lotus Exige 117B Coupe 2dr Man 6sp 1.8i [MY04]

Lotus Exige 2005 build, 2006 delivered NA upspeced to S.

GPS measured top speed of 237.3 km/h and 0 – 100 in 4.2 secs, you will leave almost every other car behind. Surprisingly comfortable, this is the ultimate touring car. Attached is the dyno sheet from 17/3/2017 by Simply Sports Cars, the best Lotus dealership in Australia. it is producing 212.2BHP at 8,000RPM. That is more than when it came out of the factory over 10 years ago. Although the list of upgrades would suit a race car, this Exige has never ever been tracked and never had an accident. Almost all the engine & drivetrain parts are Toyota parts so inexpensive to replace. There are very minor chips and scratches but no show stoppers. Having said that, this Exige has been taken care of and is in very good condition. She comes with as many extras, costing over $30K in total:- - Touring pack (air con, electric windows, mats, cargo net. - Triple Pass Radiator (has never been over 92c, and that's in Darwin) - BWR Supercharger, smaller pulley, re-flashed ECU - Hurricane cold air induction - Quick rack steering - MFactory TRS-05MRS Helical LSD - LETSLA short throw gear shift - Sector111 gPan3 Baffled Alloy Sump Pan (New design) - Sparco Fireater Fire Extinguisher - New camshafts (original ones were from a bad batch of Chinese ones made in 2005-2006) - 60 Litre Endurance Fuel Tank, designed by Lo-





For Sale



tus for Le Mans - Elise Parts (EP) Exige VVTI Sports Cat & stainless steel exhaust providing a great sound, pops and crackles - Elise/Exige VVTI Supercharger Manifold - HID high and low beam headlight upgrades - EBC Red Stuff Brake Pads (less than 2,000 km old) - Yokohama AD08 rears (90%) and AD48 LOT front (80%) tyres - Aussie clam hinge fitted to rear of car allowing it to be opened for maintenance - Dark window tinting - Pioneer tuner with USB input to suit iPhone etc. - Brushed aluminium wiper/ indicator stalks - Quantum coil over adjustable shocks all round - Carbon fibre side sills and shifter tunnel - Ballasted LED rear lights (keeps original look but super bright when on) - Reversing Camera - Original owner's manual - Two sets of keys with remote locking - Original hard top and EP short soft top - SSC Rear Panel Eliminator Kit - Anti-Rattle Door Striker Pins - Lotus Badged Oil Filler cap The only other upgrades not done but would both look good and be useful are a Radium Coolant Expansion Tanks and a small race battery. I don't believe there would be any significant gains from increasing the fuel pressure and injector sizes, but you could if you are mad enough! Here's the deal:- - I will pay for your return flights to Darwin if you purchase the vehicle. - Once purchased, I will contribute 50% of the cat carrier cost to your place. - The price is negotiable but please, let's be realistic. Do your homework, do the math, add the upgrades together then add freight and labour. - Test drive only after I have proof that you have the funds or approved loan to buy the car. I am only selling because I have just left paid employment to grow two businesses into bigger ones, so not in hurry, just the logical thing to do.

$58,8880

Pat Imbert 0429 612 611 pfmimbert@gmail.com

WANTED

Lotus Seven Wanted, prefer project car or car needing TLC Prefer S2 or S3

Regards

Graeme White

0425208775

For Sale



Reluctant Sale of a 1965 Series 2 Lotus Super Seven. I do not have the time or money to race the car as it deserves & it needs to be used as a fun car as often as possible. Brilliant, easy to drive sports car.

Fascinating race history amongst the RAF community in Singapore from 1965 & all previous owner history traced & verified. No expense spared restoration to its 1968 Johore Grand Prix winning specification. HSRCA Certificate of Description. Freshly rebuilt pre cross flow motor with a spare & unused rebuilt rare Cosworth big valve head. Both heads flow tested & beautifully worked internals. Austin Farina rear end for racing & escort rear end when road registered. Huge list of spare parts including clamshells, nose cone, bonnet, wheels etc. for road use & price includes an electric braked dual axle enclosed registered trailer. $40,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com



First built, first owner first registered!

CAR BOOKS FOR SALE

The LOTUS ELAN & EUROPA A Collector's Guide by John Bolster

Autobooks Special Workshop Manual LOTUS ELAN & Plus 2 (1962/74)

LOTUS ELAN The Complete Story by Mike Taylor

LOTUS ELAN Super Profile by Graham Arnold

Autosport File LOTUS 1976-1987

LOTUS TWIN-CAM ENGINE A comprehensive guide to the design, development, restoration and maintenance of the Lotus-Ford twin-cam engine

BY MILES WILKINS (Hard Cover copy in as new condition)

WEBER CARBURETTORS Owners Workshop Manual to 1979 By Haynes & Legg

THE DEVIL BEHIND THEM By John Bentley – Nine Dedicated Drivers Who Made Racing History – Shaw, Varzi, Moss, Nuvolari, Ascari, Seaman, Sommer, Caracciola & Fangio.

Please contact Geoff HALL geoffxhall@optusnet.com.au or phone (02) 94494720 to make an offer.