June 2016

Chunky's Chatter



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



Inside this issue

- Ashton sends us a full report of his recent UK Jaunt
- Dan Bando is interviewed by Seth Reinhardt (reprinted from the CLA Website)
- The Lotus Driving Academy open in France, and what a circuit it is!
- All the details for Lotus 2017
- Classic Team Lotus again victorious at Monaco

Club Lotus Australia
June 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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo Lotus ElevenMk2 currently at the Classic Throttle Shop. Asking $310,000.00. Photo Phil Easterbrook

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May
CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

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

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

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

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

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

Club Lotus Australia Committee

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

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

Treasurer : Kristine Bennett 0414 781 524,

treasurer@clublotus.com.au

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

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

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

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

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

Webmaster: Seth Reinhart seth@clublotus.com.au

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

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

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

Registrars

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

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

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

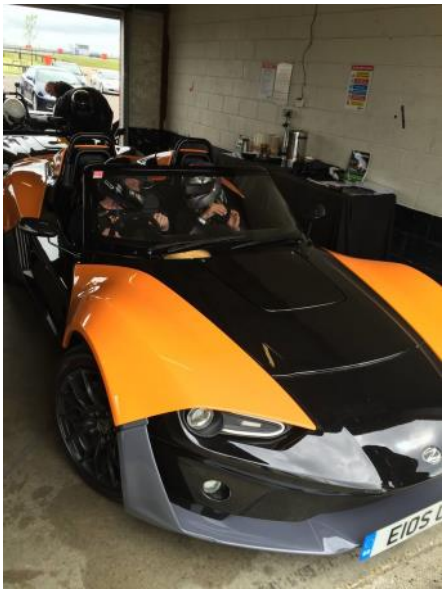
Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

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

Presidents prattle
With Ashton Roskill

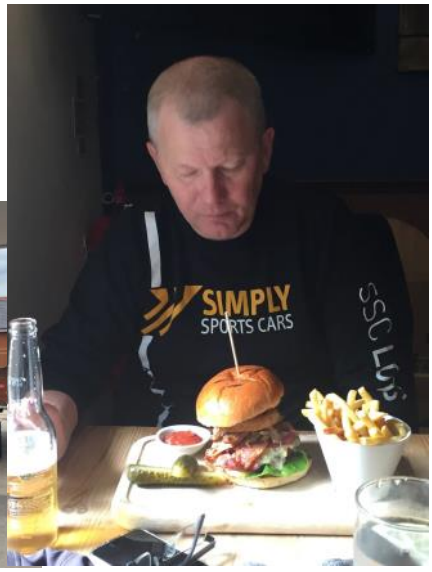


Hi everyone
I do hope you all survived the recent rather rough weather in tact, and that no garages were flooded or cars wrecked by the inclement weather.
Mrs R and I are just back from three weeks in the UK where we took the good weather! Sorry about that, but it did mean we had three weeks of almost uninterrupted sunshine. Selfish, I know, but it meant we were able to have a lot of fun, much of it in the car….
The highlight of which was catching up with the Simply Sports Cars Monaco trip in Henley on Thames for lunch, prior to a spirited Sunday drive through the English countryside to Norwich; obviously petrol was going to be required for the fleet of cars borrowed from the Henley Lotus dealer…





The following day we were given the opportunity to drive the Zenos range of lightweight sports cars in their home territory, at Snetterton; I hadn't driven Snetterton for twenty-plus years, and they've added a great little set of in-field wrinkles, which perfectly suit a light, nimble car such as this. So a fun day was had by all, and the sun shone too (didn't stop some of us buying beanies tho, coz the Aussie blood's still a bit thin for England in the Spring)
Oh, and Dave Mackie had a burger for lunch :)



That night we had a brilliant dinner at the Bird in Hand, with Bob Dance, Martin Donnelly and Richard Parramint providing the entertainment and education by turns - a memorable and wonderful evening which I will not forget for a long time (nor will Caroline, as she couldn't understand a word Martin said, so kept asking for translations :))
The following morning everyone pitched up at Hethel, and the tour members got to have a hoot in a the current range of cars around the Hethel track; C and I headed off to catch up with Bob at Classic Team Lotus, as we had been discussing the gear linkage he built for Clive's yellow Eleven, and I wanted to get a photo; turns out he has an extra dashboard switch I don't have yet, so that's something else for the shopping list!



That was all the car interest for a few days, until we were driving back up from Cornwall the scenic route (across Dartmoor) and as we dropped into Mortonhamstead on the eastern side of the moor, we found this:
So of course we had to stop and have a look, and there was a low-mileage Lotus Cortina hidden



away in the corner. There was also a bunch of eclectic and unusual cars there - a 1929 Bentley 3.5L, various microcars, several vintage motorcycles, and a tidy Jag XK150 - well worth a visit if you happen to be passing through Mortonhamstead!
Later that afternoon, we popped in to see Eddie Hopkins at Riverside Restorations as I needed to do a few measurements and checks for the Eleven, and lo and behold, Eddie has found a long-lost Mark 6, still with most of the



original paint; when he found it six months ago it was literally a box of bits, but it was complete, and went together relatively easily; all he needed to do was replace the tyres, battery and flush the engine, and she was ready for presentation at the Castle Coombe Classic (which we missed unfortunately):
While there I managed to get a photo of an original series 1 Eleven dashboard so I can make sure I get mine properly sorted out! It's lying across the roof of his almost complete Elite, and the Mark 1 Seven in the background is about to go back to Reunion in the Indian Ocean, from where it was shipped for repairs:

So, there you have the motoring fun elements of my three weeks away - all the rest was much more family-orientated, but still int he sunshine I am pleased to report, so Caroline now believes me when I say it can be lovely in the UK.
Other than that, if you are reading this before the Queen's birthday weekend, you must come along to Sydney Motorsport Park where we are celebrating the 60th Anniversary of the Lotus Eleven, and Simply Sports Cars are kindly bringing the new Evora 400 along for viewing, along with a few other cars; some members have kindly offered to bring their cars too, so we will have a proper Club display for you to enjoy, as well as a superb historic racing calendar all day Saturday and Sunday; I look forward to catching up with you there.
Elsewhere in the motoring world, there is lots of progress being made in renewable-energy-powered cars; Norway has recently announced it aims to have eliminated fossil-fuel-powered vehicles by 2035, which seems a little ambitious. And of course Tesla has just launched its market-entry model (which I can't say I like the look of but I have to admire the engineering that has gone into it). Evo continues to go from strength to strength, and probably remains one of the few magazines which justifies remaining in print (as opposed to being electronic). Top Gear has recently re-launched to, shall we say, mixed reviews, and the old team are on Amazon (so no-one can watch them!)
In parting, I must say both thank you and congratulations to Lee and the team at Simply Sports Cars - thank you for inviting Caroline and I along for the ride on the first days of the Monaco tour, and congratulations again for being appointed as the Australian importer for Lotus Cars - great news all round.
I'm sure I have missed a load of stuff out, but in my haste to get this to Tom and Seth, please forgive me that!
I look forward to seeing lots of you out and about in the glorious weather we brought back from Europe (you can thank me later), and in the meantime, keep safe, upright and on the blackstuff,

Pip pip

Ashton



From the Editor Tom Devitt



Sorry, I didn't mean to scare the bejesus out of everyone with my last editorial, but as usual I became obsessed with the idea and it gets worse!!

In 2018 the first self-driving cars are expected to be available for public use and by around 2020, the whole industry will start being disrupted. There'll be no need to own a car anymore. You will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it, you only need pay for the driven distance and can do other work while being driven. Our grandchildren will never need to have a driver's license nor own a car.

Cities will change dramatically because 90-95% fewer cars will be on the streets. Former parking space can be converted into parks. Currently 1.2 million people die each year in car accidents worldwide. That represents one accident per every 100,000km; with autonomous driving that will drop to one accident in 10 million km. i.e. a million lives will be saved each year, which in turn means that the population will increase further by their offspring.

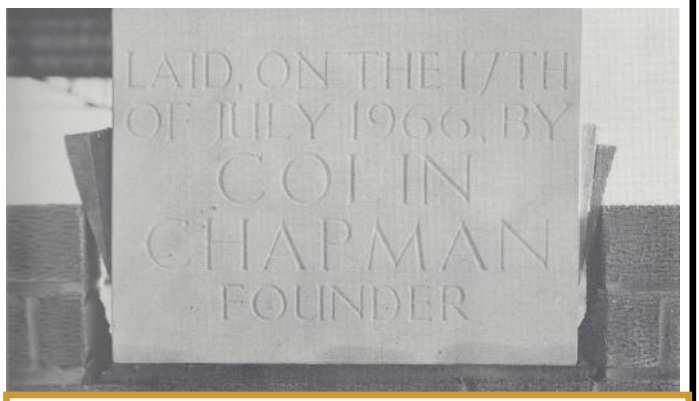
Insurance companies will have a massive problem because with the reduction in accident numbers, the insurance will become 100 times cheaper. Their car insurance business model will disappear.



Real estate will change. Because if you can work while you commute, people will move further away to live in a more beautiful neighbourhood (look out Koala Way!)

Anyway, enough of this nonsense and to this month's issue. I apologise once again for the lateness of this issue, even worse, I am putting it to bed just as the historic racing weekend is in full swing at Sydney Motorsport Park. Our President Ashton Roskill did a magnificent job getting the biggest collection of Lotus Elevens in one place in Australia for the first time. News and photos of this in the July issue

Later in this issue are details of Lotus 2017 our national Biennial event, hosted next year by the Victorian club. Make sure you sign up quickly!



This year marks the 50th anniversary of the Lotus factory at Hethel a terribly grainy photo of the foundation stone laid by Colin Chapman

This year marks the 50th anniversary of the Lotus factory at Hethel a terribly grainy photo of the foundation stone laid by Colin Chapman was the best I could dig –up. Hopefully we will do an article on the history of the place later in the year

Tom

From the Track

with Mike Basquil (photos courtesy of Seth Reinhardt)

2016 CSCA May Report

May is the month where we wondered if our Indian summer was ever going to come to an end, fortunately the weather was perfect for some track time at the Jaguar event and of course we turned up in numbers 23 from a total of 102 Entrants. Jaguar as is there usual way were a bit slow of the mark but it all came together pretty quickly after the first coffee and we were all being told what to do at the Drivers Briefing at 8:30 and were on track promptly at 9am.

That's when it started to go astray, first group out first flying lap we had a car into the wall, fortunately the driver was OK, but he came to rest out of sight of Event Command and the communication between the Folks on the flag points and the C of C was inadequate for the situation. Fortunately all but two runners in this group were CLA entrants who decided the safest thing to do were come in and let the rescue and recovery teams get it done. A harsh lesson learnt for all parties thankfully no one was injured we need to impress on folks helping out of flag points they are the eyes of Event command and as entrants our safety is in their hands, not many people realize that the North Circuit at SMP has the highest average speed of any Australian Circuit. Drivers make the mistake of reading the track as two straights connected by two hairpins and a wiggly bit with a bit of rise and fall which can lead to a big mistake. Despite the early wake up call we had two more excursions into the walls and a fluid spill late in the day, made for a lot of socializing amongst the troops- but that is half the fun, while 5 runs were available most lost patience after 4 and started to pack up mid afternoon.



Len Goodwin

Even with the slow running there was still lots of on track entertainment and the odd problem Jen Hogan had a very 'interesting' line into turn two (with photos) Dave Mackie had and electrical issue as did Mark Alexander causing sudden losses of power; Rex (the Phantom) Hodder didn't win his class. Aaron Lewis brought his new Jaguar Project 7 out returning a 7th outright on the time sheets then discovered the car has track settings; we had a Superformance GT40 replica running that just required a second look it is so close to the real thing; there was also an original 4 door L34 SLR Torana running that also required some investigation; Cameron Sell in the Black Healey 3000 did one run and put it on the trailer as per usual. If that wasn't enough Anne Blackwood brought the most delicious cake come biscuit to be shared- quick and the dead here so the was lots of fun to be had on and off the circuit.

RESULTS: Len Goodwin continues to demoralize the early marque classes again winning *Class C2* by a mere six seconds and 15th outright. *Class D8* saw Andrew Challenor push Rex Hodder into second place by eight hundredths of a second both in Exige. James Kinghorn waved the S1 Elise flag to place 3rd in class with the ever improving Richard Wodhams a tenth back in his Elise; Phil Easterbrook is slowly coming to terms with his more powerful engine placing 5th; Mark Beckett joined the CSCA party for the first time in his Elise to come home 6th; Phil Abraham was 7th in the ex Mo Pro Elise followed by John Culvenor in his Elise with Dennis Brady home 11th proving that this class is one to keep an eye on the whole class separated by 10 seconds. *Class D0* had Mark Alexander a clear class winner and fastest

Marque car on the day in his Exige S. Leigh Fuller gave it his all in his Elise S to come home 2nd with Steven Alcorn fresh from overseas 3rd giving us a clean swept of Championship points in this class. *Class R7* saw the family battle of Dave and Tim Mackie in HPE Lotus Dave the winner by 1.2 sec. with Syd Reinhardt ever ready to captailse on the smallest mistake a second back 3rd with David Hogan 4th proving to be just that bit quicker than Jen Hogan 6thbut it fun watching husband wife battle it out on track separated by Terry Waugh in the Banks Europa which is always worth a extra look, this class covered by six seconds so some serious fun was undertaken. In the Non Marque Classes Keith Edwards campaigned the Audi RS3 to 2nd in *Class 8BM* – I wonder if Keith was running the air conditioning and was he using the paddle shift? *Class 9BM* saw Team Deller campaigned the Commodore for a 4th and 6th in class with John Bott in the Skyline playing piggy in the middle on the time sheets with 5th in class

To keep us all interested and supply our need for track time the Austin Healey Event round 4 of our Series is all prepared and entries are coming in thick and fast, at present we have 70 entries with a strong showing from interstate runners, I expect we will have a full field so remember first entered (and paid) best dressed This event is most attractive to interstate entrants as the Sunday is the All British event that doubles as Round 3 MRA.

As an added bonus SSC are holding another of there Lotus Only days on the Friday enabling our interstate Lotus members to have 3 days of competition all within our usual friendly atmosphere, makes June a busy month with lots of choices to get out on track.

Simply Sports Cars have put on another of there very popular Lotus Only Track days at Winton on the 29th October. This will be after our Series is completed; Winton has just been resurfaced to make the drive down a bit more attractive providing a new experience for those attending from NSW.

The remaining CSCA dates are:

25th June AHOC at Wakefield Park

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.



Part of the CLA Contingent

See you at the Track,

Mike Basquil

CLA Member Dan Bando

Interviewed for the CLA Website by Seth Reinhardt



Club Lotus Australia is full of interesting people doing interesting things with interesting cars.
We want to tell their stories, and through this develop and preserve a written history of the club, its members and their cars. So, whenever we have the opportunity, we enjoy a chat with one of our members to share their story with you This month, we get to know historic racer, car sorter and all 'round nice guy Daniel Bando.

Dan. From when I was about six, my dad started taking me to historic meetings. One day, back in about 1980, we went to one at Amaroo Park where they put on a three-wheeler race for cars like the little Morgan's.
That experience really stuck in my mind and that's where the bug bit. I still have the programme and a framed promotional poster from the event.
Dad raced a Clubman in the '60s, and a photo of him in that Clubman hung above my bed for probably 30 years. I've always wanted to find that car, and that's where Lotus came in for me.
When I was about 25 I bought a go-kart that I raced for about five years. It was great fun, but I never really made any friends doing it. There were a lot of young kids in the scene, and as I was a bit older there was no real social connection.



Dad and I ended up buying a Clubman together, which we took super sprinting. That's when we joined club Lotus, and that was perfect. We found a very varied and interesting group of people in the Club, and ended up forming a wonderful network of friends and contacts. The Clubman's were involved in a PRB series that I wanted to race in. At this point, Dad wanted his own car, so we bought a second one for him and I joined that PRB series. That's how I started with my racing. The PRB guys secured a grid with the HSRCA, which introduced me to the club and historics. I really enjoyed those meetings, and they inspired me to get something historic.

CLA. We bang on about cars and horsepower's and shiny bits this and that, but really, we get together to make connections with people and share experiences.
Dan says it much more eloquently than I.
Dan. It's all about the people – the Club is a network of interesting people from all walks of life.
That's what I like about Club Lotus and the HSRCA. You're racing with doctors, going for drives with advertising execs, and enjoying pizza at social nights with mechanics – people involved in all kinds of fascinating fields with all kinds of interests.
I had a mate who thought that car clubs were all just about the cars. That's not really true – especially in Club Lotus – and I think it's really important to communicate that with people outside of the Club. Cars bring us together, but we share all sorts of interests, so we get together to talk about life – cars are just one part of that.

I call Ed Holly my go-to guy, because when I have a problem I call Ed and he'll know what to do. My connection with him came about through the Club, and there's lots of guys like him in the Club. You give them a ring, have a chat and they'll help you on your way or you can go and check out their shed.
I was with Trevor Simpson before Christmas, and without any prompting he'd given me three or four new contacts I could go to when working with the cars.
It's a whole network of people, and that's great fun!

CLA. Dan's been working hard to put together a shed full of magic little motorcars. We recently enjoyed an evening getting to know them, and the stories of how he found them and why he likes them are the kind that speak to car people everywhere.
Dan. I have a '94 MX5 that I've had for 17 years – it's my Elan that works!
An Elan's always been my dream car. Every Club member I speak with who has an Elan always seems to have to fix something before they can drive it. The MX5 is just too easy!
If I do get an Elan one day I'm going to drive it – I want something that runs, and it has to be a driver's car.
My Clubman was built by Peter Taylor, who did Targa Tasmania and was involved with the Lotus Club for quite a while. Peter and his brother Gordon both built very early PRBs.
One day I invited Peter to come have a look at his old car. He was amazed when he saw it. He hadn't seen it in over twenty years and just couldn't get over the condition it was in and how it was being used.



Three or so years ago I was doing my usual eBay and internet search of cars for sale and I spotted a Lotus 51 for sale in the States. This was back when the dollar was very near parity. It looked like a good little car, right up my alley, and a good little buy. Formula Ford rules in period meant that you had to have an Australian chassis, so the 51 hadn't really made it to Australia.
I emailed the owner, and it just happened that at the same time there was an article in the Victorian magazine about a member in Queensland who'd imported a 51.
I contacted the Queensland club and they put me on to the guy. We had a long chat and I was able to ask him all about the process and car. He mentioned that he know of someone who was interested in the car, and the next day it had been sold.
That experience began a twelve month quest for me to find a 51. I had someone in the States looking for one, and in the end I had two or three to choose from. The owners in the States were all so slow in the process, however, that in the meantime the guy in Queensland, who I'd become friends with, contacted me and asked if I'd like to buy his car.
I said gimme your bank details and had dropped a deposit in his bank in no time. My car is one of only two in the country – the other car that I tried to buy originally is now in Queensland, and I've met its owner as well.

We had a very special meeting at Eastern Creek recently where we brought together four Lotus 51s and 61s out of the two 51s and maybe six or seven 61s in the country. It was great fun being together with the guys, and it's the sort of opportunity that can only arise through the network of the Club.
I've been working on the car and am nearly there. I'm not 100% happy in the fitting and ergonomics, but I made some good progress at Wakefield Park in February and Ed's been helping me. The car creates a lot of attention, which is fun!



My other car is a Formula Vee that's a huge amount of fun. It's easy to drive and not that fast. It's really affordable and respectful racing.

CLA. Going racing requires a support crew, and Dan has one of the best.
Dan. I'm exceptionally grateful for my wife Jasmin, who's a huge encouragement. Whenever I find a car for sale she just tells me to have a go. I'd love to get her to drive!
I've been able to do it all with my young daughter, Layla, and now my son Joshua, and that's because of Jasmin. I'm extremely lucky and she's exceptionally understanding and wonderful with our kids. I should also thank my mother in law, who is a huge help with babysitting!
My dad really fueled my passion and I would be absolutely stuck without him.
The racing car can take up a lot of time, especially when you're pulling the motor out or doing big jobs on it. He'll go and chase parts or deliver bits and do anything to help out. He comes along to every race meeting and usually tows the car out.
I couldn't do half of what I do without him. And it's a bond that we share through these experiences and the people we meet. He just loves being in the pits with all the people, and it's wonderful to share that.
I'd love for my son or daughter to get into the sport and the car community! I used to go to Amaroo with Dad, and now it's come full circle because we're bringing our kids along. And they'll surely have a few fun cars to play with when they're older!

CLA. Thanks Dan for taking the time to chat with us and sharing your experiences!
Dan. What I've learned through everything that I've done is that if there's something you're interested in, you just have to have a crack at it. I've always been a little nervous to have a go at things, and I've learned that you just have a go, and if you make a mistake you try again.
Get out there and get involved in the things you're interested in and you'll learn something new and have some great experiences.

Brian Caldersmith recently discovered this photo of the 1967 CLA day at John Dawson-Damer's property, Oran Park

John's house (er mansion!) is in the background



OK How many can you identify

L to R, Elite-Adrian Schagen, Seven-Bill Pittelkow, Elan-?, Elan-Sue Levy, Elan-Mike Ryves?, Plus 2-Tom Devitt, Plus 2-Spencer Bates, Plus 2-Norm Smith?, Plus 2- ?, Plus 2- ?, Europa -?, Eleven– John Dawson Damer, 18– JDD Collection

Thanks very much to Peter Eppel for these shots of Sydney Retro Racefest at SMP Saturday 11th June (lots more next month)











Lotus Driving Academy to open in the South of France



The Lotus Driving Academy Grand Sambuc, France opened its doors at the exclusive Grand Sambuc Chateau and private race track on 5th May 2016. Celebrating the opening, Lotus Driving Academy Grand Sambuc organised a full day of activities where the press, guests, Lotus owners and enthusiasts were invited to join in the experience.

- **Latest Lotus Driving Academy franchise centred at Grand Sambuc Chateau**
- **Exclusive and challenging 2km private track**
- **Le Mans record holder Henri Pescarolo and fellow Le Mans winner Stéphane Ortelli to attend Grand Opening – 5th May 2016**
- **First Lotus Licence Level 1 to be held on 7th May 2016**

The opening event included a presentation about the Lotus Driving Academy, track driving activity including hot laps and demo laps, coaching, and demonstrations from Le Mans record holder Henri Pescarolo and fellow Le Mans winner Stéphane Ortelli.

The new Lotus Driving Academy is set in the amazing secluded grounds of Chateau Grand Sambuc, a medieval castle located in Provence, close to the family home of Pablo Picasso in Vauvenargues.



Jean-Marc Gales, Chief Executive Officer of Group Lotus plc, said, "Ensuring as many people as possible get the opportunity to enjoy the pure driving experience of a Lotus sports car is at the centre of the Lotus Driving Academy's mission. This popularity has meant that we now have official Lotus Driving Academies in Malaysia, the USA and of course at the home of Lotus in Hethel, Norfolk. This new Lotus Driving Academy in

Grand Sambuc will offer an unbeatable experience on a challenging track in some of the best giant slaying sports and super cars you can drive."



Situated on a 2km track with 10 challenging corners, linked by exciting elevation changes, the Grand Sambuc track will challenge and reward all who attend the Lotus Driving Academy. Following the popular and successful format, which has been extensively tried and tested at the original Lotus Driving Academy at the home of Lotus Cars in Hethel, UK, customers will be able to drive the best lightweight sports cars available including the Lotus Elise Cup R and powerful Exige 360 Cup.

From an Elise Experience all the way up to personal one-on-one training, the Lotus Driving Academy will also offer another customer favourite from Hethel, the Lotus Licence. Including 2 days of intense training, the Lotus Licence offers driving fans to become proficient on track while driving at speed with the worlds most pure sports cars. The first Lotus Licence Level 1 will be held on 7th May 2016.

If you feel like rewarding yourself with the ultimate holiday their address is

Lotus Driving Academy – France, Circuit du Grand Sambuc, CD 11 13126 VAUVENARGUES

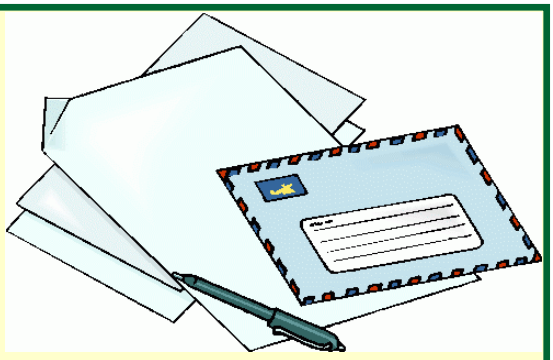
Tyre Kick and Coffee Sunday 15th May Gough Whitlam park



Thanks to Rob Costa for these photos (The Roller belongs to Peter Eppel!!)

LETTERS

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



Hi Ashton,

I hope you're well and things are starting to calm down for you.

Just a little feedback re historic racing. I was having this chat to mum the other day. I was saying that I think not just historics but club level car racing is depleting due to little awareness of what the requirements are to go racing. Where can I start racing??? I think the sport needs a "one page summary" of what you need to do to do a CSCA round. E.g.: Buy a level 2 Cams licence for $x, become a member of one of the 7 clubs, buy a full face car or motorcycle helmet with the aus standard 1698 (start around $100), wear full length cotton clothing and enclosed shoes, pay the entry fee of $x and have these items on any roadworthy car (extinguisher, numbers, bonnet latches, regular seat belt etc.).

I think that my generation is too lazy to try to research it all online or read a cams manual for answers. We want quick and easy answers.

It's funny, the motorcycle racing scene has the same problem atm.

Another thought, I've been around dad's historic racing as long as I can remember and I have no idea what licence I need, how to get one, what events I should enter with the 7 or what requirements are needed on the car but I've never investigated. Just a funny thought.

BTW, the current CLA website, newsletter and fb page is fabulous! The team is doing a great job. Great to see CLA trying to use today's technologies

Hope to see you soon :-)

Thank you,

Jennifer Hogan (Blackwood)

Hi Tom,
Good article on change.
I agree that "meetings" of members will be part of the scheduled "events "and therefore should no longer be monthly designated meetings.
I do think that the once a year AGM should be retained and it would be good to hold a committee meeting as part of that, which all members can participate.(the last one at Shannon's was in fact just like that) and seemed successful as long as the "chair" retains control.
Certainly a Christmas Party needs to be retained, I find these very enjoyable.
Your Lotus Lunches are also much appreciated.
The Club Committee meetings in daylight on weekends suit me better. The effectiveness of Committee really boils down to the publication of the Minutes and their action points.
Chunky's Chatter is a very useful tool for communication. We should promote it strongly to members as THE main source of Club info?
If you find anything above quotable, feel free!
Cheers
Keith Edwards

Quokka Talk

By Eddie Lankhorst

It's been a fun filled month since the last newsletter. We've had Sprints, Boab Tree meets and EMR to the All British Car display in Gingin. So read below for some pics and blurb about each.

More importantly, what is coming up! Next month, instead of Go Karting I have arranged an All Lotus Driver Training Day on Monday 6th June (WA Day public holiday). So if you are interested in honing your driving skills or thinking about doing track events but need an introduction, then this will suit you. So book today by phoning MC Motorsports on 1300 652 829.

All British Car Display at Gingin

By Eddie Lankhorst








As per usual on our EMR we all met at Guildford Railway Station carpark at 8am for a brief natter and a brief wait for all to arrive. A beautiful Perth autumn day, a little chilly with clear blue skies. As we were waiting, every now and again some old British car would putter past us. Some of those cars I'm sure would take a couple of hours to get to Gingin. Now Gingin is approx. 90 km out of Perth heading north.

Our drive wasn't anyway close to direct but it was via the most fun roads heading north. A quick convenience stop was made at Bindoon Bakery along the way for those who needed a food and beverage top up before our destination.

Upon arrival at Gingin we nestled into the display area with a few more Loti that had made their own way. In fact, we didn't know these cars or owners so Vicky and I quickly made ourselves known plus made these guys aware of our Lotus community in Perth. So here's hoping for more members.

This car show has got to be the largest display of British cars in Perth, with many beautiful examples being dusted off just for this day. Some rare and long unseen models were amongst the more later models. A fun day for young and old.





OK So they are not all Lotus Photos!

WA Lotus Club Championship

By Eddie Lankhorst

So far the tally for championship points are looking fairly tight with 10 points for attendance, plus 10 points for 1st, 8 for 2nd and 5 for 3rd.

We have got:

- Graeme Martin at 48
- Kevin Fitzmaurice at 38
- Eddie Lankhorst at 35
- Steve Metlitzky at 30
- John Edmondson at 20
- Richard Cooper at 15
- Paul Bui, Mark Thrift and Vicky Rowe all at 10.

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

Classic wins for Team Lotus at Monaco Historic

The event attracts entrants from all over the World, wanting the chance to race their classic F1 cars at the most famous circuit in the World, two weeks before the modern Grand Prix. Lap times are comparable to the speeds set by the heroes of yesteryear. Being Monaco, just the race entry fee is €5,000; even so, applications are heavily oversubscribed. Hethel based Classic Team Lotus prepared nine cars to race in three different categories.

The legendary Bob Dance – Team Lotus Chief Mechanic from the 60s, 70s, 80s and 90s prepared the 1963 World Championship winning type 25 for its Australian owner, John Bowers, to be raced by ex-British Touring Car driver Andy Middlehurst. The car started from pole position and, after a thrilling dice with a 1964 Ferrari F1, went on to a decisive victory.



Andy Middlehurst celebrates another victory in the ex Jim Clark Lotus 25

Chris Dinnage – Classic Team Lotus Team Manager was responsible for managing the preparation and transport of the nine Formula One cars from Norfolk to Monaco. Remarkably he tested all of the cars on the Lotus Cars test track prior to departure, to be sure that they were would be 'on-the-button' when they took to the most demanding of circuits for qualifying.

The legendary Bob Dance – Team Lotus Chief Mechanic from the 60s, 70s, 80s and 90s prepared the 1963 World Championship winning type 25 for its Australian owner, John Bowers

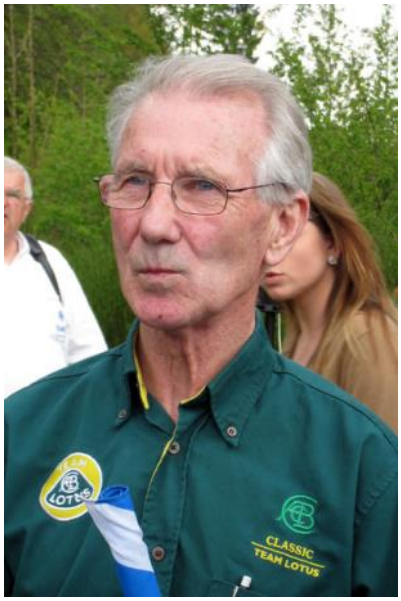
In the same category as the type 25 – for 1.5 litre F1 cars, pre 1966 – the team was delighted for longest standing customer Dan Collins to make it to the podium in third place, driving his 1961 American GP winning Lotus type 21, run by Andy Claydon. The Lotus type 24 prepared by Tim Gardner for Andrew Beaumont was tapped into a

spin at the first corner – by a driver from Lincolnshire… – and the subsequent lap times set would have seen a dice between team mates for the third place spot.



The Ex Graham Hill Lotus 49 once owned by John Dawson Damer is raced by its new owner Red Bull Technical Director Adrian Newey, who qualified 20th and finished 16th.

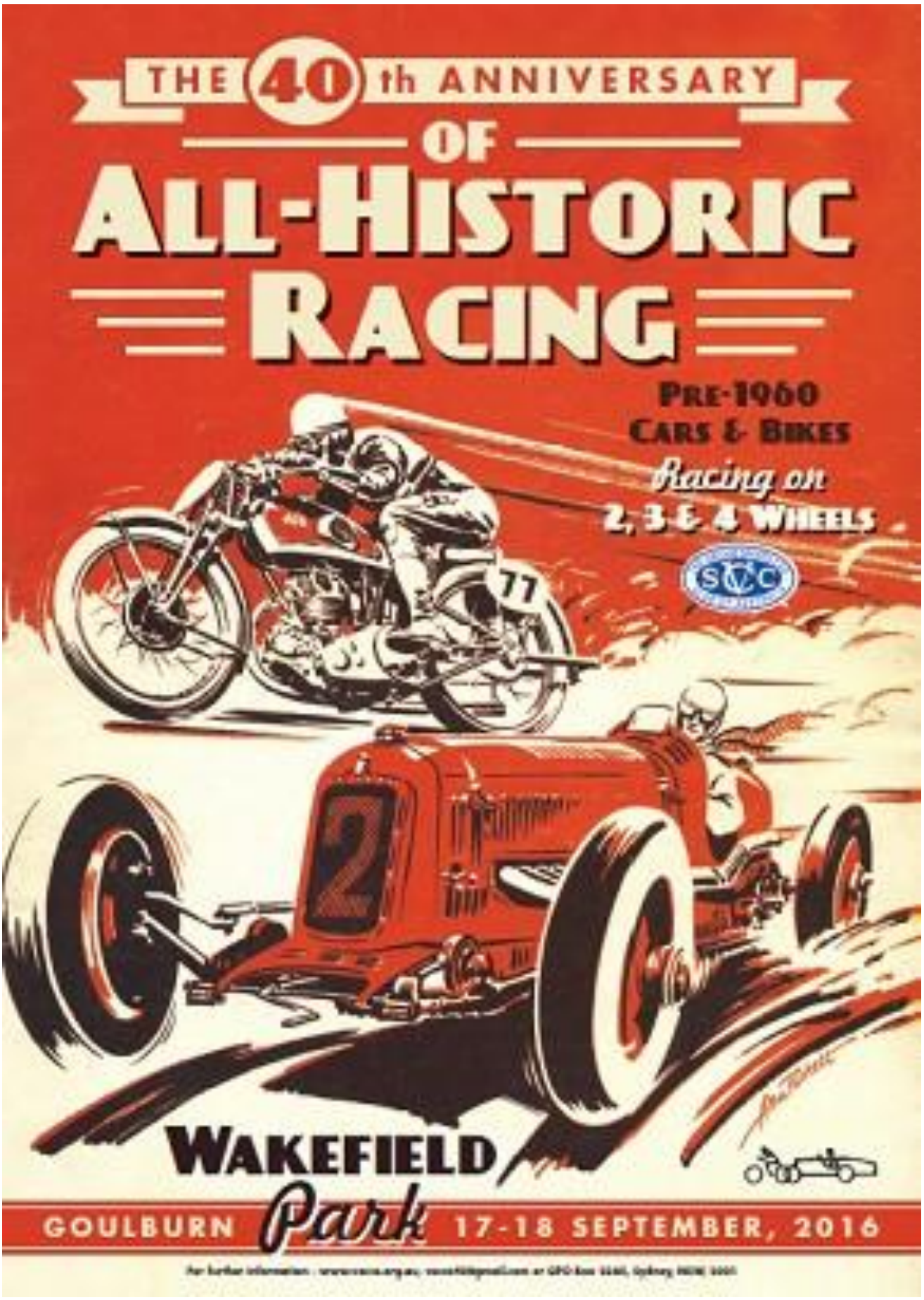
The team's previous winner of the pre 1974 category – Katsu Kubota of Japan, in his Ronnie Peterson Lotus type 72 – was pressured into a crash in qualifying, much to the disappointment of his mechanic, Kevin Smith. (By way of consolation, Kevin was lead mechanic on the restoration of the Lotus type 49 raced by Red Bull Technical Director Adrian Newey, who qualified 20th and finished 16th.) Happily, Katsu had an entry in his March F1 for the Pre 1977 category – prepared by mechanic Nick Yallop – and he finished in a strong second place.



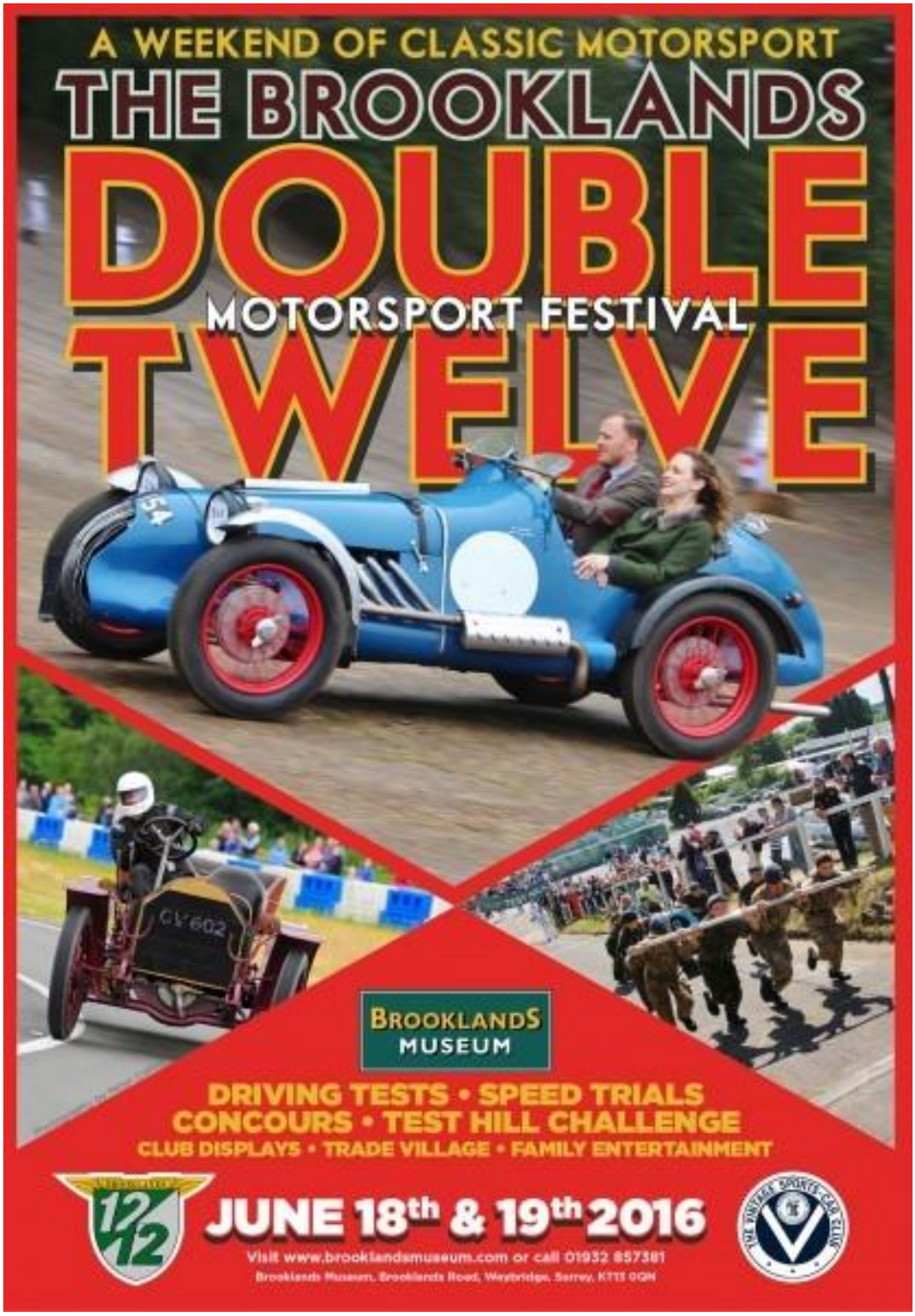
Bob Dance prepared John Bowers Lotus 25 for its victory in the Monaco Historic

Also in this category, Classic Team Lotus prepared cars for Greg Thornton (ex- Andretti Lotus type 77; mechanic Kevin Fiddy), John Inglessis (ex-Jacky Ickx Lotus type 72; mechanic Anthony Allen), Chris Locke (ex Gunnar Nilsson Lotus type 77; mechanic Russell Gibbons) and Andrew Beaumont (ex-Ronnie Peterson Lotus type 76; mechanic Paul Reed). Classic Team Lotus apprentice Ryan Nixon had a baptism of fire, helping his more experienced colleagues to cope with the work load in the challenging environment of the Monaco pits and paddock layout.

Clive Chapman, Managing Director of Classic Team Lotus, commented: 'To prepare nine F1 cars to race at Monaco is extraordinary. For eight to make it to the finish is fantastic and a testament to the capability and dedication of the hard working Classic Team Lotus mechanics. Oh, yes; …..and the drivers did well too!'


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

THIS MIGHT BE FUN IF YOU FIND YOURSELF IN THE UK NEXT WEEKEND !!



CLA WA Diary 2016

Month	Day/Date	Event	Location
Jun-16			
	Sunday, 12 June 2016	WA Sprint C'Ship	
	Monday, 13 June 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 19 June 2016	Early Morning Run	Guildford Rly carpark James St.
Jul-16			
	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
Jun-16			
	Sat, Sun 11 & 12 june	Sydney Retro Speed	SMP
	Sunday, 19 June 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 22 June 2016	CLA Monthly Meeting	TBA
	Saturday, 25 June 2016	CSCA Rnd4 AHOC	Wakefield
Jul-16			
	Sat Sun 2&3 July	HRCC Qld	Morgan Park
	Sunday, 17 July 2016	CSCA Rnd5 SCCA	SMP Amaroo cct
	Sunday, 17 July 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 July 2016	CLA Monthly Meeting	TBA
Aug-16			
	Sat Sun 6&7 August	VHRR Historics	Winton Long CCT
	Saturday, 6 August 2016	Lotus Lunches 12.30pm	TBA
	Saturday, 13 August 2016	CSCA Rnd6 MOCA	SMP Gardiner
	Wednesday, 13 July 2016	TSOA Driver training	Marulan
	Wednesday, 17 August 2016	CLA Monthly Meeting	TBA
	Sunday, 21 August 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sunday, 28 August 2016	All British display day	The Kings School Parramatta
Sep-16			
	Sunday, 18 September 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 21 September 2016	CLA Monthly Meeting	TBA
	Sat Sun 24 & 25 Sept	HSRCA	Wakefield
	Sunday, 25 September 2016	Beyond Blue Eggs Bennecict	Douglas Park
Oct-16			
	Sat Sun 1 & 2 October	HSCC MGCC Tas	Baskerville
	Sunday, 16 October 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 19 October 2016	CLA Monthly Meeting	TBA
Nov-16			
	Sat Sun 5&6	Retirn of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.30pm	TBA
	Wednesday, 16 November 2016	CLA Monthly Meeting	TBA
	Sat Sun 19 & 20	HSRCA	SMP
	Sunday, 20 November 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Dec-16			
		CLA Christmas Party	TBA

For Sale

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