June 2017



# Chunky's Chatter

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



## Inside this issue

- Massive 38 page issue
- Heaps of photos from Lotus 2017
- Jeff Morton and Dennis Neagle tell of their Targa Tasmania victory
- LOST goes to Brooklands Breakfast Club
- The Lotus Diamond Jubilee getting closer, all the info. on how to be part of it inside

# Club Lotus Australia
# June 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, Ed Holly's Elite on its way to the painters. See page 21 for the result**

**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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# Presidents prattle
## With Ashton Roskill



Hi everyone
April's been a busy and generally top month - well, apart from some slightly suspect weather!
There was Targa Tasmania where Lotus created a stir; yours truly entered his first Historic Winton in the Eleven (that's where the sus weather reference came from!) and DRB announced they were selling a majority share of Lotus to Geely.




I hope that's good news for Lotus but even if a fat wad of cash doesn't eventuate, the brand seems to survive inspite of the challenges!
Speaking of the brand, I do see a lot more Lotus cars around than even 5 years ago, so this is a good sign; it also means we as a club need to constantly assess what we do to attract and retain members.
Your Committee is meeting later this month so please do drop any of us a line if you have any thoughts you'd like raised and addressed. Particularly ideas around events or activities are always welcome.
And Lee and his team at SSC continue to support us in every respect- including the upcoming Elite Diamond Anniversary celebrations (more from Brian elsewhere in here) which will be a great gathering of Lotuses from all over the country. The fact that it coincides with the AHOC sprint on the Saturday and the LOTD track day at Wakefield on Monday just makes it even better.
Personally I am focussed currently on getting our Peking to Paris Austin Healey 100/4 prepared so we can start shakedown as soon as possible. If ready in time she might get an outing at Targa High Country.

Finally I would like to reiterate my ask a couple of months ago for volunteers willing to pick up the role of Competition Secretary when Mike retires in September. This role lends itself to bring segmented into several parts so if you are willing to work as part of a small group that could be realised. Please call Mike if you want more detail.
Meantime I look forward to seeing you out and about soon and as ever keep safe uptight and on the black stuff

Pip pip

Ashton

TARGA TASMANIA
The Ultimate Tarmac Rally

# From the Editor Tom Devitt



Welcome everyone to our June issue.

Boosted this month by heaps of photos and stories from Lotus 2017 in Beechworth, we have blown out to 38 pages which from memory is something of a record. In fact, several stories did not make the issue because it was becoming too big to email even in the most economical of PDF formats.

What a fabulous result for Jeff Morton and Dennis Neagle and their winning the Targa Tasmania GT Sports trophy in Jeff's Exige Sport 350. Their exciting story is inside and shows very clearly how strategy and careful event planning leads to the good result.

Another fabulous story is from John and Robyn Edmondson and details their journey from Perth, across the Nullarbor to Beechworth for the Lotus 2017 gathering and then the return trip. A diary to keep and learn from if ever you are contemplating such a trip in a Lotus.

As Ashton mentioned in his column, the Chinese car maker Geely is buying 49.9 percent of Proton from DRB-Hicom. And as part of the deal, Geely also gets 51 percent of Lotus.

Geely's executive vice-president and CFO Daniel Donghui Li is quoted as saying "Reflecting our experience accumulated through Volvo Car's revitalisation, we also aim to unleash the full potential of Lotus Cars and bring it into a new phase of development by expanding and accelerating the rolling out of new products and technologies."

In other words, Lotus might finally get its hands on some cash to meet its potential, rather than just tinkering at the edges of its existing range. Geely has been hands-off with Volvo so far, after all. Lotus, which made a loss of £27.6m in the 12 months ending on March 31 2016 has been struggling with Proton control and constraints for several years so the future certainly looks a lot brighter if the turnaround at Volvo is anything to go by.

**The Lotus Diamond Jubilee** celebration for the Elite and all cars Lotus is getting closer (August 12, 13 & 14th) and if you are going to be involved in any or all of the festivities and celebrations, you need to start acting now.

To look the part you need a Diamond Jubilee Polo shirt for your self and all the gang, and you can order these via details on page 29.

If you are coming to the Saturday Supersprint at SMP, simply enter it as per normal CSCA rounds (Mike Basquil can help here if you are a new competitor).

If you are coming to the celebration dinner on the evening of Saturday 12th you need to book now for the dinner (see page 28 for details). Remember this is a proper social occasion and nor a blokey-car-talk-fest!! Additionally, if you would like to stay at the venue overnight please be in contact with Brian Caldersmith and ask him to reserve you a room. Payment for this will be done directly with the Alpha Hotel.

If you are bringing your Lotus to the SMP Display day and circuit exhibition drives, no need to do anything yet but we will be asking for car types and passengers (and fans) as the time gets closer to enable us to cater for your complimentary lunches. Don't forget we have the whole of the Amaroo pits to ourselves.

Finally if you are still on your feet and wanting more, Simply Sports Care are organising a Lotus Only Track day at Wakefield on Monday the 14th. See page 28 for details as to how to participate in one of these Fabulous Days!!

After all that you should be well and truly tuckered out!!

Tom

# 2017 CSCA May Report

## With Mike Basquil. photos courtesy of Seth Reinhardt

Am I the only one who thinks the year is slipping by at a rate of knots April saw Round 3 of our Series hosted by the Jaguar at the North Circuit of SMP with our last Event being here it was a bit of Deja vu, preparation for the Event ran smoothly although we were concerned about the level of Entries a couple of weeks prior to the day the eventual number was 115 Entries with 3 withdrawals and 3 no shows so 108 runners troubled the timers. Administration and Scrutineering were complete by 8:30am many hands make light work with everybody arriving early. The Drivers Briefing started a little late due to missed communication with ARDC staff, it was emphasized about taking note of Flags and Safety and fortunately everybody played well on the day. CLA was represented by 22 runners with our half of the top twenty times being posted buy us so the Point score should be very healthy, at present we are working on distributing the point scores but with the splitting of Marque D into Classic and Modern is adding to the job and of course the Point Scorer is an unpaid Volunteer, who is enjoying a busy time with his paying job at present

***Class Results*** Len Goodwin continues his blitz on *Class C2* in the 26R replica with the class win and 11th outright. *Class D2* was the battleground of the naturally aspirated Elise /Exige and it is a battle ground where no prisoners are taken, Rex Hodder coming out on top and displaying some unusual parking skills into a wall most uncharacteristic and noteworthy as a first in CSCA history, Mark Beckett in his Elise 111R 2nd in class with Dennis Brady home 4th leaving the Class results all CLA at the top. *Class D4 Modern* had Mark Alexander a class winner again and fastest Marque car in his Exige S, with Duncan Andrews his shadow 2nd; Stephen Alcorn in his Elise S placed 3rd with Peter Taylor in his Elise S 4th Richard Wodhams brought his new toy out to play a Supercharged Elise the ex Jeff Morton car so Richard has some learning to do but still posted a PB and placed 5th in Class. *Class D5* saw Leigh Fuller turn the tide on Martin Duursma in his V6 Exige for 1st and 2nd in Class with Valery Muzman bring his Exige Cup R out to do battle on the time Sheets this car is expected to be the real deal in the future after the required learning curve is thoroughly enjoyed a 5th in class is a good start. *Class R1* saw Dave Mackie in the S1 Exige HPE the class winner with Peter and Ross Klumper taking 2nd and 3rd placing; Brian Sutton in the Caterham placed 4th improving his times with every round. *Class R3* saw Rob Bryden back in the fold with the Carbon Exige a real head turned 4th in class behind the LMP 2 cars. In the Non Marque Classes Keith Edwards in the Audi RS3 took 2nd behind a very fast Opel OPC. *Class 3BM* new member in Stephen Wan in a Honda Civic with a bigger 2.4 liter motor to liven things up, cracked the class win with Peter Deller in the Commodore 3rd; Greg Baker in the Pulsar GTi was 6th; with Mark Prew and in the Porsche 924 complete with a Holden V6 power plant 13th this car was double entered with Garrath Johnstone and he placed 15th a very well supported and popular class.

Round 3 hosted by Jaguar will be run on the 1st July entries are now open via the CAMS Event Entry website to continue the fun. I'm Event Secretary and this Event will be run under a CAMS permit and not AASA. This came about mainly due to the unavailability of the AASA MME website and with no significant cost disadvantage there was no choice in reality no body wants to go back to paper entries. At present the plan is to continue our history of starting Scrutineering on the Friday afternoon finishing before sunset when as always it will be getting cold

The remaining 2017 season the dates are listed below for those that wish to mark down the Calendar dates;

Round 4 AHOC 1st July Wakefield Park

Round 5 MOCA 12th August SMP Brabham

Round 6 SCCA 24th September SMP South

Round 7 TSOA 15th October Wakefield Park

Just to keep folks up to date CLA attempted to Enter 5 teams of 4 Driver into this years Phillip Island 6 hour Regularity, this event while one of the most enjoyable on the calendar is becoming a victim of it's own popularity we were only

able to secure Entries for 3 teams, other Club like MX5 and NSWRR also suffered the same fate. CLA is still looking for my replacement CLA volunteers of any description 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



*Tyre Kick and Coffee May Gough Whitlam Park Tempe (Evan Jones Photo)*

# Life is a Highway
# A fascinating road trip for Perth to Lotus 2017 and back again

**Words and pictures by John and Robyn Edmondson**

***Leaving Perth – Tuesday April 18th, Day 1***



Too excited to sleep, we were up before there was light - hitting the road at a fresh 0525.
The Lotus Elise S (2015) got a good warm up along Great Eastern Highway, before we chased the rising sun through York to Tammin.
John had the wheel until a few kms before Coolgardie, then Robyn took over in the driver's seat. We stopped in Kalgoorlie for lunch and an excursion to an abandoned mining town from the 1800's to meet with an old friend who was prospecting. A small swarm of locusts seemed to think the Lotus was named after them and came for a ride on the bonnet.
After a quick visit to the Super Pit at Boulder and a re-fuel, we headed onto Norseman for the night.
*Distance: 854km, F fuel: 64.3 liters (13.8km per liter or 37.4mpg) Accom: $125.50*

**Thunder Road**



***Norseman to Ceduna – Wednesday April 19th, Day 2***
We left Norseman at a dark and foggy 0530.
Cruise control came in handy as we reached the 90 mile straight, stopping at Cocklebiddy Roadhouse for a re-fuel, a pre-packed picnic at Madura Lookout (the Nullabor is not totally flat!!!), and another fuel top-up at Border Village Roadhouse.
Robyn was in the pilot's seat when a large storm hit. Torrential rain, lightning and thunder chased us across the Bite. The wiper blade became useless when the metal rods started to slide out, and we had to navigate around large puddles with limited vision. We were grateful when the storm finally cleared as we hit the Nonlabor Roadhouse.
The sun was setting as we arrived in Ceduna. Making it through quarantine and another fuel stop, we finished the day with a great meal at the Foreshore Hotel.
*Distance: 1210km Fuel: $171 96.45 liters (average 12.65km per liter or 35.7mpg) Accom: $79/night*

**Breakin the Law**
***Ceduna to Berri – Thursday April 20th, Day 3***
Start: 0750. Destination: Berri
We were making good progress until 30km from Kimba, where a passing Police car put on a light show just for us. John was clocked at 13km/hr over the 110 limit and was gifted with a rather hefty $423 fine. (The friendly officer also informed us that maximum speeding fine in SA is $1050 for 45k/hr+ over the limit). We proceeded with lighter feet.
The wiper was completely useless, which was becoming an issue with water spray-off from oncoming vehicles. After a re-fuel in Port Augusta we stopped at Auto One for a new wiper blade, which they also fitted for us. It was good timing as the weather only got worse.
John took the wheel as we carried on to the Port Pirie turnoff and then towards Burra, where we finally hit a Lotus friendly road. We remarked that this stretch of terrain looks very much like the Nonlabor Plain, but Robyn must have thought it was more Nullabor-ing as she fell asleep.
After a re-fuel, our next stop was the Berri Hotel on the banks of the Murray River. Berri is a beautiful little town and we both agreed we would love to return here Berri soon.
*Distance: 878km Fuel: $99 Accom: $89/night*
*Speeding Fine: $423 Wiper Blades: $19,*

**Fast Car, *Crossing the border – Friday April 21st, Day 4***
The Lotus was all packed and on the tarmac by 0730.

We followed some interesting roads with very low fog for the first couple of hours, before a fuel stop at Balranald.

Cruise control helped us stick to the speed limit, and we made up time by eating our lunch of bacon and egg slice on-the-go.

We crossed the border into Victoria, then again into NSW, then back into Victoria. John was excited to reach some more Lotus-friendly roads just before Beechworth, but Robyn was a little miffed she didn't get a turn to drive.

*Distance: 747.5km (Total distance since start of trip – 3710km), Fuel: 51.19 litres (average 14.6km per litre or 41.25mpg)*

*Accom: $182.25/night (4 nights $729)*

**Kickstart My Heart**

***Lotus 2017 – Saturday April 22nd, Day 5***



A relaxed 10am start today, as we drove past the Winton Race Track and along some fun roads to a small town called Ruffy as suggested by Eddie.

Eddie, Vicky, Les and Marilyn joined us at 2pm for a meal and a chat, and we returned to Beechworth via some awesome roads through Mansfield, Whitfield, arriving in time to register for Lotus 2017. The fun begins!

**Drag City**

***Lotus 2017 - Sunday April 23rd, Day 6***



Parked the car on the cricket oval at 0820 ready for the car show at 0900.

After some show-and-tell we had lunch, and Robyn had a close-call after a reaction to some surprise salmon in her sandwich. Fortunately a friend had some antihistamines handy and they did the trick.

That afternoon Eddie and Vicky led us down some exciting and twisty roads that reminded John of some of the roads back in his hometown of New Zealand. We stopped in Bright for a couple of drinks then carried on back to Beechworth to get ready for our dinner at Lindenwarrah, Milawa.

**Passenger Side**

***Lotus 2017 – Monday April 24th, Day 7***



We kicked off the third day of Lotus 2017 day with a pie and sausage roll at Beechworth Bakery which we *highly* recommend.

Robyn was the passenger as we followed 60km of windy roads to the top of Mount Hotham. We took it a little slower on the way back as she was feeling a bit green.

After a fuel-stop and seat-swap in Bright, we drove back through Beechworth to Rutherglen to meet with the crew at Pickled Sisters Cafe and Winery.

Back at Beechworth the Lotus got a much needed clean, and we cleaned ourselves up too for the Lotus 2017 presentation dinner and wind-up. The bus picked us up and took us to All Saints Winery for a great evening at a great venue.

We have now driven 4688km since the start of our trip.

**On the Road Again**

***On our way home – Tuesday April 25th, Day 8***

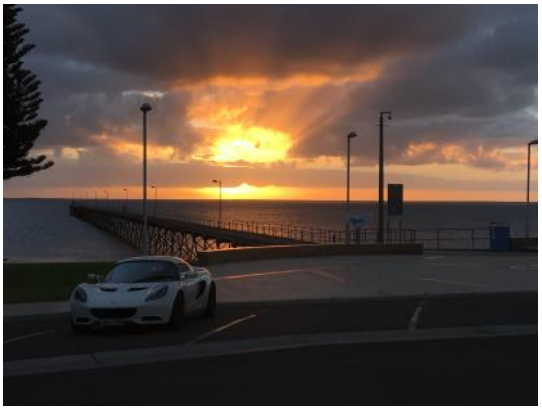
We woke up to rain and thick fog. John's head was also a bit foggy after getting just four hours sleep.



The Lotus was packed and on the wet road by 0730 on our way to Berri, with rain continuing for the first two hours.
After a brief stop for a fuel top-up and a pie for Robyn, we continued on to Mildura via Swan Hill. We hopped into NSW and back into SA on our way to Mildura via Swan Hill.
We had another lovely meal at the Berri Hotel restaurant, then retired to our room overlooking the river, and right above where we parked for our night here.

**Déjà vu**

***Berri To Ceduna – Wednesday April 26th, Day 9***



It was Robyn's turn to miss out on sleep this time. Another big storm kept her awake during the night with heavy rain and strong gusty winds. John slept through the lot.
In the morning we were greeted with sunshine and blue sky. Robyn drove the first couple of hours until the lack of sleep caught up with her, and less than five minutes after John took the wheel the heavy rain started again.
We stopped at Port Augusta for fuel and lunch at an awesome bakery called JM Deli – just 100 meters from the main road and a must-stop for anyone travelling through.
The rain continued on and off until a couple of hours after we left. We had a few seat swaps before we reached Ceduna for the night, and enjoyed dinner at the Foreshore Hotel while watching the sun set. This is the life!

*Distance: 878.5km Fuel: $92 62.41 liters (average 14.08km per liter or 39.76mpg) Accom: $79/night*

**Fast Cars and Freedom**

***The long trip from Ceduna to Norseman – Thursday April 27th, Day 10***



We were up, packed, and on our way by 0650 after a quick re-fuel.
John drove the first two hours until we had to pull over for an extra wide load, so stopped for a break and driver swap.
Just a few kilometers with Robyn at the wheel and the cloud cover we had since Ceduna finally cleared. Seems like the bad weather had taken a fancy to John.
We stopped for photos at the new Nonlabor Plain sign, then drove past the spot we took storm photos on the way over – but this time we had blue sky. From there, on our way to the Bite, we had to slow down for a dingo crossing the road. (Why? He must have eaten the chicken).
We took some photos by the Bite, then John jumped back in the driver's seat as we headed on through quarantine to Eucla for fuel (we were 501km from the Ceduna BP). While we were there we bumped into Robyn's cousin from Albany, who was on his way into the desert for a few nights. Small world!
There were a couple more driver swaps at Madura and just before Cocklebiddy, before Robyn started to feel very uncomfortable. Turns out a whole day driving isn't a great idea when you have bursitis in your hips. Unfortunately we still had 700km's of driving today, so we pulled into Caiguna Roadhouse for a stretch and a fuel top up.
Halfway along the 140km straight Robyn had had enough of driving so pulled over for a short walk and stretch. There was still 3 hours to go until we got to Norseman. This could be more painful for Robyn than having to sit through the Titanic movie again.
Smeared bugs on the windscreen, the setting sun, and an empty washer bottle meant poor visibility, so we had to make another stop just passed Balledonia to clean them off.
Further on, we had to slow down for a large cow that decided to cross the road in front of us. (Why? He must have eaten the dingo).
We finally made it to Norseman at 1735hrs – 12 hours and 15 minutes since leaving Ceduna.

*Distance:1220km (travelled 7540km since leaving home on the 18th), Fuel: $154.05, 89.13 liters (average 13.72km per liter or 38.76mpg)Accom: $125.50*




**Who's Going to Drive You Home, *The last stretch – Friday April 28th, Day 11***

We started the last day of our trip with a quick breakfast at the BP, then we were on the road at 0840.

Robyn drove the first stint, stopping at Coolgardie for some water and a seat change. The next stop was at Southern Cross BP for fuel and a driver change.

Robyn drove to Kellerberrin then John drove the rest of the way to Perth.

*Distance: 762km*

*Fuel: (average 14.61km per liter or 41.24mpg)*

*Accom: Free - in our own bed again!*

**Total Kilometers Travelled: 8299km**
**Total Fuel Used: 608.75lt**
**Fuel Cost: $906.05**
**KM's per liter (avg)**




**14.29km (Miles per gallon - 40.37)**
**Accommodation: $1315.00**
**Unplanned Expenses: $442.00**

# Quokka Talk

*with Eddie Lankhorst*

**Quokka Talk**

*By Eddie Lankhorst*

What I thought was going to be a quiet month for the club but May turned out to be quite busy, well at least for some. We've had the regulars, such as our Boab Meet n Eat and our EMR. However, other events had snuck into our calendar, with MotorKhana at Barbagallo, and the All Lotus Track Day arranged by AutoStrada.

June is again a quiet month on the Lotus calendar with:

BOAB Meet n Eat on Monday 12th June, 6am Kings Park

EMR going south on Sunday 18th June, meet 8am in Guildford.

**His and Hers Lotus**

*By Richard Cooper*



This story starts a couple of years ago when on a stormy night when I left my warm bed at 2.30 AM to find a deserted road to bed in the rings on my newly installed motor in my Red 111R.

But to explain why a new motor was needed I need to confess that I destroyed my earlier engine competing in a drag race. That was the second and last time I ran at RaceWars, a drag race which was held on a 1km long country airstrip. I had people I had to beat that year! Anyway, I forgot to retard the timing when I fitted Nitrous. This resulted in a broken ringland on piston # 2 which resulted in early retirement from the race and a smokey 200km drive home.

Back to the bedding in of the rings, I had to do nine power runs, three each at one third, one half and full throttle. I did this in third gear and all went well until the last run. When the motor hit 5400 rpm, my cam changeover point. That was also the point when the car lost traction and I became a passenger sliding sideways down the middle of Reid highway. Slowing somewhat before it left the road and bang the car hit a concrete utility box and rolled onto its roof. And Yes the inertia switch does turn off the fuel pump. I was totally unharmed so after releasing the seat belt I crawled out of the broken passenger window. The Police arrived a while later, I blew zero and after some coaxing they agreed to take me home in the back of their paddy wagon. No seat belts meant a scary ride home. I quietly slid back into bed next to my still sleeping wife and went to sleep. I awoke and fessed up to what had happened and showed Peta the picture of the inverted Elise. She was surprised but grateful that I was OK.




I later bought the written off car back from Shannons and on-sold the straight rolling chassis to a friend after stripping out all the upgrades including the newly installed motor.

I had been eyeing off a JPS livery Evora on Carsales for a while, but you can't justify two Lotus in my small garage. This happened to be a time when I got a payout for selling my business and a week later the Evora was delivered to




Perth. This car is just beautiful, expensive, naturally aspirated and IPS, I was never going to track this car.
Soon after this Peta said what are you going to fiddle with and take to the track?
I said that I had seen an Elise for sale locally for $40k. She retorted with "why don't you offer him 30" I said I can't do that, to which she replied, yes you can, you have any money! Well moments like this you don't argue with your wife. I made the call, Carson said yes if he could have his engine, gearbox and ECU. I said fine as I had all my "go fast" stuff from the red car.
So, after the new car purchases and with the Shannons pay out, I made a $14.5 k profit plus two cars. One flashy Evora and the other, a new Elise half the age and less than half the mileage of the original red 111R. However, my daughter complained that the new car was not red so I grafted onto my new silver Elise my old red mirrors.
Now back to the story. The photos are Peta and I down at Margaret River for a midweek weekend away. Me in my Elise and she in "her Evora", the perfect His and Hers cars.
All went well with our drive south but she now worries that she may get her first speeding ticket(s) in years as the car drives so well.

**All British Car Show & EMR**
*By Eddie Lankhorst*
April was one of the driest months in quite some time for Perth, but that had changed the days leading up to and including the day of our EMR. Storms and rain were forecast, and it bucketed down cats and dogs through the early morning hours. Thankfully the rain eased as we convened in Guildford but not to be put off at all we had another great turn up of ten Lotus cars for the run up to Gingin for the All British Car Show. So onward we drove via some great back roads testing everyone with twists and turns, ups and downs mixed with some adrenaline. As we neared Gingin, the sky quickly went dark grey and down the skies fell. Thankfully, that lasted just a little while and held off for the remainder of the car display time, well at least till we left.
The cars were as always, fantastic. Even though numbers were probably down 10%, everyone enjoyed the cars. Our favourites were the smaller historic cars around the late 50's to early 60's. Not disappointed at all, we poured over and re-acquainted ourselves with the original Mini's, Austin Healey Sprites, Sunbeam Alpine, Triumph TR4, 5 and 6. However, we came away with thinking we had better stick with something within the Lotus family along the lines of an Elan, Elite or genuine Lotus 7 but if a bargain Sunbeam Alpine became available I would jump on it, what a classic!

# Lotus 2017

**Memories of another fantastic biennial Australia wide meeting, this year hosted if fabulous fashion by lotus club of Victoria**

























On this page Gino Valdes has kindly reached out with a brilliant set of photos from the recent Lotus 2017 and Simply Sports Cars' Winton Raceway Lotus-Only Track Day.

The Lotus 2017 Biennial meeting saw the Lotus community head to Beechworth in Victoria for a massive long weekend of Lotus celebrations over the 22nd to 24th of April, 2017. The event included plenty of socialising, with welcome meal on the Saturday evening followed by the Concours d'Elegance and picnic lunch during the day on Sunday and a dinner at the Lindewarrah in the evening.




Monday provided opportunities to tour the region before the evening's gala dinner and awards ceremony at Brown Brothers. For the more motorsport inclined, the first of Simply Sports Cars' magic Lotus-Only Track Days of 2017 was also held on the Monday and provided a great opportunity to enjoy the cars in the manner for which they were designed around the brilliant Winton Raceway circuit.

# Kris Bennett supplied these great shots of the Lotus 2017 Concourse day

Here are some pics from L2017. I may have been a little biased in my subjects but I've selected a few that will (hopefully) cover the majority. Not sure what the class was called that we entered our cars in. Alicia & I entered under the red Esprit (and won) however Iain Palmer was going to get it engraved with Alicia's name on it and it hasn't arrived here yet.











Our own John Culvenor has taken over the back page of Tasmania's 'The Examiner' newspaper, after a great run in this year's Targa Tasmania. John and co-driver Barrie Fitchett finished 9th overall in their 1997 Lotus Elise competing in the Targa Tasmania Budget TSD Trophy. The pair features prominently in 'The Examiner's' coverage of the second leg of the event, with a full-page photo enticing readers into coverage from the day



# The Esprit VQ

**Geoff Winder continues his fascinating project this time wrestling with the inlet manifold**

This is one of those times when you have a problem and you just fix it rather than looking outside the box. In hind sight I should have just put in a bonnet bulge and called it a day. However the rear vision on an Esprit isn't great to start with, so with a bulge?





Here is the engine clearance on the left the VQ and the right the Factory engine clearance. As you can see I had to loose about 50mm off the height of the inlet manifold if I wanted to close the rear hatch. So fresh from my expert (cough) welding on the sump I decided I was up for more.





I found a couple of old Apple computer cases in the rubbish so recycling time. Annealing a PowerMac cover.

1) rub a soap bar across the top of the cover, 2) make sure she is out 3) place on BBQ and wait until soap turns black, then stop or they will melt.

4) remove and cool slowly. Apparently this also works for aluminium:-) Bolt between pipes and bend.







I love getting things from the Water Cutters. Now polished Do you see where I am going with this? And it is 50mm shorter!







Trumpets anyone. I can't spin metal but I can bash it in a mandrel.

Don't look to closely at the welding. All I can say is WHAT THE _____WAS I THINKING!






That poor over-worked mill!

Concept seems to work. Next, sort out the throttle bodies and finish plumbing; the idle air valve, the dozen vacuum lines and the like.






Starting to play with the idea of some letters. Really focusing on the important things now.

Another delivery from the Water Cutters. What is an "ESP-TRI"? I had hoped to have the letters a bit smaller but they said my CAD drawing was too small for their machines resolution.

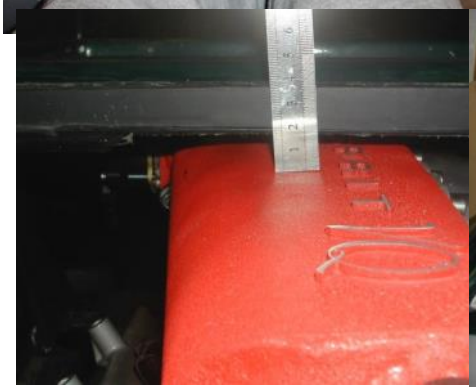





Pretty red!

I am using Nissan 300ZX throttle bodies. I need to adapt the throttle position switch from the VQ throttle body to the 300ZX setup.

Finished.





Bolted on engine with hatch closed. Not a lot of clearance but it won't hit.

# Letters



**If you have an opinion on any matter relating to the club, please drop an email to t.devitt@bigpond.com**

I was saddened to hear of the death of Sir John Whitmore who had recently suffered a severe stroke.
Many of you will remember when John spoke at one of our LEADFOOTS luncheons.
John was one of the great drivers of the 1960s winning many titles in Mini Coopers, Lotus Cortina's, Shelby Cobras and GT40s. He co-drove with Jim Clark at Le Mans in a Lotus Elite.
John was a friend who spent some time at our home during his Australian visits and he shared my Elite at a Tasman Revival meeting. There was one Sunday when we were preparing to watch the Australian Grand Prix when Frank Gardner turned up - "I heard Whitmore was in residence!" They both shared development work on the Ford GT40s. It was a funny afternoon.
Sadly both are now gone.
Brian Caldersmith

"Tell him he's dreaming....."
Hi Tom,
On carsales.com recently there is some optimist asking $79,990 for his Elan +2. Maybe that is what old Lotus should be worth given the prices that E-Types, Healeys, etc go for.
Pete Eppel.



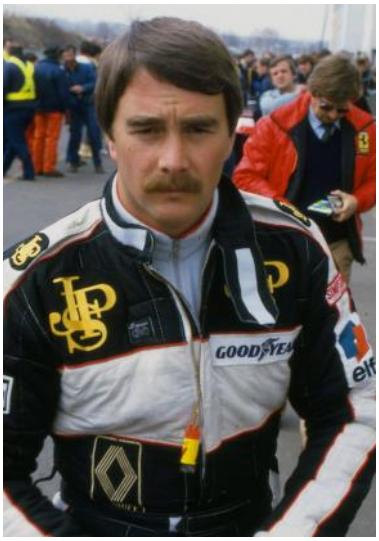


***Somewhere along the way the Glovebox got lost and a tea-towel turned up around the gearstick!***

G'day Tom

With regard to "who said that", you've gone from the really hard to the all too simple (or maybe it's just my F1 focus).

This month's "Who Said That" is Niggly Wimsall, sometimes known as Nigel Mansell, F1 champ, Indycar Champ, and professional whinger, who most famously crashed out of the lead while driving a Lotus at Monaco in 1984 in the wet, and never won a race for Lotus. To say that Peter Warr was critical of Mansell is somewhat of an understatement!



***Nigel Mansell in 1984***

I was lucky enough to meet him socially during one of the Adelaide Grand Prix, and he was an urbane, funny and engaging character, quite different from the public drama queen who would collapse after dramatically attempting to push his car home, or declare he was retiring after being outmanoeuvred by Alain Prost at Ferrari, or again when Frank Williams wouldn't dig deep enough into the piggy bank to pay the soon to be crowned world champ what he thought he was worth. But he could certainly drive. Occasionally it was in the wrong direction (he was banned after reversing down the pit lane during the race in Portugal in 1989 and then crashing into Senna when black-flagged). He was one of the few who was prepared to (and capable of) going wheel to wheel with Senna, and as a result the two had a number of confrontations. His return to F1 after 2 years away in the USA was as flamboyant as his departure, winning the final 1994 Grand Prix of the season in Adelaide from pole after his team mate (Damon Hill) was taken out by a certain German shoe maker.

He'd been given his initial F1 start by Chapman in a 3rd Lotus entry at Austria after showing dogged talent in F3 which he had financed by selling his home! He broke his neck on the way to the British Formula Ford Championship, where, after being

# Letters



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told that he was in for 6 months of rehab he snuck out of hospital to return to racing. In 1979 he again fractured vertebrae in an F3 crash, this time signing himself out so that he could undertake the Lotus F1 test that led to him being signed by Lotus, initially as a test driver. His F1 debut in a third Lotus beside Mario Andretti and Elio D'Angelis at Austria in 1980 was painful. After qualifying 24th (aka last) he retired the car with a blown engine after fuel leaked into the cockpit and he suffered severe burns. He dovetailed racing for Lotus in F1 and Ralt in F2 that year before becoming a full time Lotus F1 driver from 1981 to 1984. His move to Williams in 1985 transformed his career, and ultimately led to the famous "Red Five" and a world championship in 1992. He finished an unlucky runner up in the championship 3 times. His shortlived career with Ferrari made him a favourite to the *Tifosi* who dubbed him "*Il Leone*" after he won on debut, while his part season with McLaren is best forgotten. He dominated Indycars in his debut season before seeming to lose interest the next year when Penske stole a march on Newman Hass. He returned to F1 late in the season, ironically taking over his erstwhile rival Ayrton Senna's car after the Imola tragedy.



***Silverstone, Mansell giving Ayrton Senna a lift***

In addition to the video footage from Monaco as he disappeared out of shot sliding sideways before the camera's find him again, buried in the guardrail, he left behind some memorable images;

The tyre failure that lost him a world championship at Adelaide in 1986;

The stunning overtaking manoeuvre along Hanger Straight at Silverstone, where he sold Nelson Piquet a dummy before overtaking into Stowe and on to victory, surely one of the great all time overtakes – and no DRS !

And picking up a hitch-hiking Ayrton Senna on the sidepod of his Williams for a trip back to the pits.

As I said – he could certainly drive.

**Andrew Stevens**



***Cover photo Ed Holly's Elite now glowing in its new paint job***

## Sir John Whitmore

### Part of a press release from the British Racing Drivers Club

The sad news has just reached the Club office that Sir John Whitmore passed away on Friday 28 April at the age of 79. He had recently suffered a severe stroke.



*John Whitmore addressing a Leadfoots Lunch several years ago. Cliff Treffrey, Fred Vogel and Ron Tauranac in the foreground*

Although he inherited the baronetcy on his father's death in 1962, and came to be known popularly as The Racing Baronet, John was completely unpretentious and preferred to be known simply as 'John'. He was without doubt one of the outstanding British touring car drivers in the first half of the 1960s and is probably best recalled as the winner of the 1961 British Saloon Car Championship in a 848 cc Morris Mini-Minor which he had bought for £400. However, he had already begun to make a name for himself in GT racing in 1959 with one of the first Lotus Elites which he had been able to acquire after Team Lotus Formula 1 driver, and close friend, Alan Stacey had convinced Colin Chapman that John would do the car justice. After winning his first race with the Elite at Snetterton, John qualified fourth, and therefore on the front row of the grid, at the Daily Express International Trophy meeting, alongside Colin who there and then offered him a drive in an Elite at Le Mans in a month's time as team mate to Jimmy Clark. John, and Jimmy brought the Elite home 10th overall and second in class and remained firm friends until Jimmy's death in 1968.

John enjoyed considerable success in jazz legend Chris Barber's Lotus Elite which was duly replaced by an early Elan which seemed to either win or shed a wheel.



The 1961 championship success brought an invitation to drive a works-supported, Ken Tyrrell-run Mini-Cooper and then Cooper S through 1962 and 1963, in the latter year John finishing a class-winning second in the BSCC to another East Anglian farmer, Jack Sears, and his various Willment Fords. Ford then came calling and for the rest of his career John performed prodigiously for the Blue Oval in Lotus-Cortina's, Ford Falcon and Mustang, Shelby Cobras and GT40s. He won the 1600 cc Division of the European Touring Car Championship with an Alan Mann-prepared Lotus Cortina in 1964 and the following year was a major contributor to the Shelby Cobras defeating Ferrari in the FIA GT Manufacturers' World Championship. In the two-part Tourist Trophy round of the Championship at Oulton Park John drove one of his greatest races, battling against a broken exhaust which was both deafening and causing him to be poisoned by fumes. In 1966 in GT40s John was second in the Monza 1000 Ks with Masten Gregory and second in a 7-litre Mk 2 at Spa Francorchamps with Frank Gardner. On the only occasion he raced one of Alan Mann's Falcons, John was the first driver to lap the Silverstone Grand Prix circuit at over 100 mph in a touring car.

In later years John always kept in touch with friends from his racing days and the BRDC, of which he was a Life Member having first been elected in 1962 and serving as a General Committee member from 1965 to 1967. He was a fascinating raconteur who, without any self-aggrandisement, could regale an audience of one or 101 with wonderful stories of racing as it was in the 1960s.

# Answer to last months "Now who Said That?"




***"'I've been in motorsport my whole life since I was eight years of age"***

Well, sorry, this one was Nigel Mansell and was clearly too easy. Anne Blackwood just pipped Andrew Stephens by an emails gap.

Lotus Boss Peter Warr, talking about those times said "When I returned to Lotus, Elio de Angelis and Nigel Mansell were the drivers. Elio was a lovely guy, smoked, drank whisky, played classical piano, beautiful girlfriend, loved driving racing cars. Maybe he wasn't hungry enough – he was from a very wealthy, patrician Roman family – but he did it all with style. In the next pit was an uncouth Brummie who didn't know how to handle himself. Mansell's difficulty was he had this terrible chip on his shoulder, thought the whole world was against him. So he just winged. He wasn't honest with himself: he believed he was a superstar before he was.
"Mind you, he was incredibly brave on high-speed circuits. I've never seen anyone like him in quick corners. No-one ever doubted his bravery. That's why he went so well on the American ovals. But he wasn't clever. When he hit Giacomelli at Montréal in 1982 he twisted his wrist. He missed Zandvoort but wanted to do Brands Hatch. We had Geoff Lees standing by, but he said no, he had to do the race 'for his public'. Then he came in and retired a perfectly good car, saying he was in pain.
"Don't even talk to me about Monaco '84. Even though it was wet. we had the right tyres for the conditions, the right engine programme, everything was perfect – as he demonstrated. But instead of leaving Prost at half a second a lap, which would've won him the race, he left him at two seconds a lap. Then he hit the Armco. He blamed it on the white line. We all know white lines are slippery when they're wet, and every other driver had to deal with them. By not using his head he threw away a win which would have done him, and the team, a lot of good. Then, with the suspension bent and the rear wing hanging off, he drove it down the hill to Mirabeau, and hit the Armco again. After this race Warr famously said. "he'll never win a Grand Prix as long as I have a hole in my arse"
Of course Mansell went on to become one of the most successful British Formula One drivers of all time, with 31 race wins and becoming the only driver ever to hold F1 and CART titles at the same time.

# 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, , sadly rather prophetic:

"There are no small accidents here."

Winner announced next month

**And remember, the quoted person is mentioned somewhere in this newsletter!!**

# JEFF MORTON DISCUSSES HIS WIN WITH DENNIS NEAGLE IN TARGA TASMANIA GT SPORTS TROPHY




Targa Tasmania 2017 wrapped up late last month, running over the 24th to the 29th of April, and saw two Club Lotus Australia members crack the podium of the Country Club GT Sports Trophy competition.

Jeff Morton won the competition with co-driver Dennis Neagle in a 2017 Lotus Exige Sport 350, jumping ahead of seasoned competitors Jeff and Nerida Beable and their 2000 Nissan Skyline GTR N1. Martin Duursma and Richard Wodhams repeated their 2016 success, claiming third in a 2013 Lotus Exige S V6.

We sat down with Jeff to chat about his journey to that top step Targa Tas performance, uncover a little of his story and get a blow-by-blow run through the Australian epic.

*By Jeff Morton, edited by Seth Reinhardt*

I can't remember a time when I was not into cars, and every car that I've ever owned I've taken to the track – even if they probably should not have been there!

The Dutton Rally in 2008 sparked my interest in Lotus. I did the event in a BMW 135i, and did really well, especially considering that the car was basically stock. I won my category, but that was in a class for unmodified street cars.

My next goal was to get an outright win and I knew that no matter what I did with that car, it wouldn't make it into contention. The guys that were winning had worked Mitsubishi Evo's and Nissan GTRs and that sort of thing. I'd owned a Subaru WRX STi, and the 4WD thing just didn't really do it for me.

Mark O'Connor was also running at the time in the outright category in his Lotus Exige that he stills owns to this day. I saw that he was competitive and doing well and I liked the idea of a light, nimble, rear wheel drive car.




In early 2010 I ended up buying a red Elise 111R, wanting the convertible layout and ability to see out the back. I thought that I'd get the car and throw every modification that could be done at it to compete and give myself a good chance to win Dutton.

I brought one in from the UK with Simply Sports Cars' help, ordering it in late January and receiving it a few months later. I



received it and spent about two weeks driving it stock while I was planning to build it all up, when I was diagnosed with brain cancer.

I had to make a call about what I was going to do with the car, as I couldn't drive it any more. I needed something to focus my time and energy into during that time of crisis, so I decided to go ahead with my plan.

During that time John Boston drove my car in the NSW round of the Australian Tarmac Challenge (the rebranded Dutton Rally), winning it outright. It was a tick in the box for the car and showed that it was capable.

I had an operation later that year and in May 2011, I got my road licence back, so I started to do Burrows days and basically anything that you could do under a road licence. I enquired about getting my CAMS licence back, but to get a competition licence back after that sort of thing you need five years and then to jump through all sorts of hoops.

I got an AASA licence, which allowed me to go to Wakefield Park and do Lotus-Only Track Days with Simply Sports Cars, but I was still unable to do sprints with the Club or the Targa competition I was interested in.

Towards the end of 2016 that five year period was over and I'd been able to get the reports required, which meant I could finally get my CAMS L2S back.

This was at around the time of the Targa High Country, and a large Lotus crew was set to do the event. I was very late to the party, so I didn't really have the chance to do anything to my red car. It's an absolute monster of a car, but it didn't have a roll cage in it because it was road registered.

I entered the TSD Trophy, which stands for time, speed and distance and requires you to get to the end of a stage at a nominated time. Now that I had my CAMS licence back I was thinking about what kind of motorsport I wanted to be involved in and I was open minded about the process. For Targa High Country, I just wanted to go down and see if I even liked tarmac rally.

TSD ended up not being interesting to me. The average speeds were so slow that with my car it was really quite boring. We did quite well, however. We realised at lunchtime on the first day that we were approaching the event in the wrong way, worked out a better plan and ended up climbing up the roster to finish third.

From there I went to the Challenge Bathurst Supersprint in late November. This was my first time at Mount Panorama, and I had a really awesome time. I actually didn't realise that it was a competition, complete with trophies and everything. I did a 2:23, which I was very happy about, and ended up winning my class – Class BD for modified street cars.




I wanted to go to Targa Tasmania, but I realised that my red car needed so many things changed to be competitive that it may not be workable. The car was a 2006 model, and it had had so much work done to it that it would be very lucky for it to be reliable through the full competition event. I'd had good times in the car and had gotten a fair bit of use out of it, so I decided that it was time to move on and start fresh

with a new car. Richard Wodhams from the Lotus club ended up buying the car with Simply Sports Cars facilitating the transaction.

I bought a new white Exige Sport 350 from Simply Sports Cars (since given the name 'White Lightning' and left it with them for all of the prep work for Targa Tas. They installed a roll cage, changed the suspension and muffler, put it on lighter wheels, fitted it with two-piece rotors and installed all of the communications and cameras.

We did a shakedown at Eastern Creek, mainly to test a strategy for the GT Sports Trophy, which is a speed limited category. We had a shift light set up and a Vbox HD2, which is a camera system featuring a display that tells you your speed from GPS, and we dialled those in so that in third gear the shift light would come on at 130 kilometres an hour. Then I put a heat cycle into the tyres and that was it.

The car had under 70 kilometres on it when we got to Eastern Creek and about 200 on it when we left. We towed it down to Melbourne, where we left the trailer at Trent Valentine's (a friend of Mark O'Connor's) workshop, drove the tow car and Lotus onto the ferry and then put another 100 kilometres on the Exige getting to Launceston.

I got to Tasmania a few days early, and my co-driver Dennis Neagle met me. This was my first time on pace notes, so we spent some time doing recce and getting a feel for things in the tow car. That opportunity to get a feeling for the pace notes, what the corner numbers mean and the pace at which they're delivered, was hugely helpful – going into the event completely cold would have been a big mistake.

My first real drive in the Exige was day one of Targa Tasmania. I was familiar with driving my Elise, but that was 400 horsepower, maybe even a little more, and had much stiffer suspension and smaller tyres. It was much more of a handful. Driving the Exige just felt super planted. It's heavier and has more tyre underneath it with the bigger and wider wheels.

I came to terms with it pretty quickly, and that's one of my strengths that I've noticed going between different tracks. I love driving on and learning a new track, and I'm able to get to a good pace quickly without making mistakes. So, it makes sense to me that driving Targa, where you're on a different piece of road all the time, would suit me and my driving style.




On the first day Lee Knappett told Dennis and I to just do our thing and not look at any times so as not to put ourselves under pressure and drive outside of what we would normally do. So, I just drove.

The first day was wet in the morning and super slippery. I was driving comfortably, taking in the pace notes and getting a feel for the car and the new a050 Yokohama tyres. I ran in Sports mode, and hadn't even put the car into Race mode yet.

The first competitive stage was Sideling which I later found out we finished 22nd overall, just two seconds off Matt Close in a Porsche GT3 RS, who ended up coming third outright. The combination of the advanced traction and stability control systems, good tyres and compliant suspension gave me a lot of confidence that I never once had a moment that gave me cause for concern. The last thing I wanted to do was put the car out on the first day of the event!

It's only the third time that the GT Sports Trophy competition has run, and the Beables have won it for the past two years. I knew that they would be my main competition, with a 4WD car and a lot of experience – I later found out it was their 24th Targa Tasmania. My goal was to not lose too much time in the wet, because I knew that my car would be good in the dry. On that first day I ended up topping the competition with a clean sweep of all competitive stages and stretching out a minute and a half lead.

Throughout the rest of the week it was probably 40/60 between wet and dry. I went with the same approach each day, not taking any risks and just having fun driving the roads. I was able to build on my lead each day, and by the last day we were up to an eight minute lead, with only 66 competitive kilometres ahead of us.

You don't want to throw away a lead like that on the last day, but we wanted to get our lead up above 10 minutes if we could. So we looked at the pace we'd need to maintain over second to achieve that, which worked out at about a two second gap per kilometre. We tracked very slightly above that, building up to 10 minutes and 11 seconds before the last stage.

At that point the podium was well established. We had a clear lead from the Beables, who had some clear air before Martin Duursma and Richard Wodhams in third. Jeff Beable didn't want to lose every stage on the last day, so he put on a hot run on the last stage Longley. When we pulled up behind him after that last stage his brakes were literally smoking, but we'd managed to stretch out another 17 seconds.

To end up winning by such a margin on our first ever attempt was something I didn't expect.

My co-driver Dennis Neagle is a very experienced navigator, and I really valued teaming up with a navigator as experienced as him. We developed really good communication and teamwork and had full trust in each other. That's a big part of why we were so successful.

Jeff Beable suggested that I could be a future outright winner, which is high praise coming from such an experienced and successful driver. I know how competitive I am, so I don't want to push it too far. I want my driving to be fun, safe and no stress.

It's also a big step for my car from the speed limited competition to the outright competition. The top two positions in outright went to Dodge Viper ACRs, with a 2017 Porsche GT3 RS in third. Those cars can really stretch their legs when the road straightens up a bit and there is no 130 kilometre an hour speed limit to think of. Paul Stokell did finish his V6 Exige in fourth place outright but he was six and a half minutes off the podium, which is a big gap.

I also love my Lotus – I love the feeling you get driving a car that's small and chuckable, with no power steering. You really feel everything going on.

I also love the community. Simply Sports Cars, the Club, the Burrows days and Targa High Country and Targa Tasmania. The people in the Club are really good genuine people and have no pretence. I don't want to be flashy, I enjoy being in something different and something able to punch a bit above its weight.

I've known the Simply Sports Cars guys for a long time and consider them friends. They do a really great job supporting and cultivating the Lotus community, and were excellent in everything that they did for Targa. The car was just faultless, which is a credit to how well they prepared it.

I really appreciate my wife Fiona supporting me and giving me the opportunity to devote time to these pursuits. We have a young family, so that's a big deal and I'm very grateful for her.

We did a bit of a road trip together for Targa Tasmania. We drove down with the whole family, spent time with friends and stopped at a few places along the way. It was a great family holiday, and I just ended up sticking around and doing Targa at the end of it.

We're looking forward to Targa High Country later in the year, and will compete in the same category. Next year's Targa Tasmania Rookie Rallye is another opportunity and may be a stepping stone into open competition.

13th May 2017

# Lotus Elite Diamond Jubilee

August 12 13 14, 2017

Folks,

It keeps getting bigger and better. Notice that the 14th August has been added! We have added another day for those that cannot get enough track time.

If you are not full of all things Lotus after Saturday's sprint meeting, the commemorative dinner on Saturday night and the Sunday Sydney Motor Sport Park parade, photo opportunity and CLA lunch, then you need to join the LOTUS ONLY track day at Wakefield park on Monday 14th.

These are special days provided by the Australian distributor for Lotus, Simply Sports Cars. They are run very professionally and cater for all standards from first time track users to full-on racing licence holders. So that old drivers and old cars all have a place. A highly recommended well supported, good value event that would make a perfect conclusion to our party. Worth the drive down just to take a look.

The information about how it all works is available here:
http://www.simplysportscars.com/en/blog/a-lotus-only-track-day-explained

And bookings can be made here: (They have 10 already)
http://www.simplysportscars.com/shop/1010-lotus-only-track-day

And do not forget- **you must book for the dinner** - even if you are booked in to the hotel. Once it is announced to all the clubs outside LEADFOOTS, 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.

Cheers,
Brian



# 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

# Lost in Brooklands

LOST Fraternity shepherd Jack McLaughlin has returned to the home of Lotus on an adventure, and recently enjoyed the Brooklands Spring Classic Breakfast with Club Lotus. He's kindly shared some photos from the event, which you can enjoy below!

Sunday, May 21st was the first Brooklands Spring Classic Breakfast of 2017. Held in the beautiful Brooklands Museum in Weybridge, United Kingdom, it featured both cars and bikes either greater than 30 years old or examples of a model which went into production before 1987.

Club Lotus put on a display of some 80 cars, and the Rudge Owner's Club represented the motorcycle marque with 50 bikes









LEADFOOTS

Lotus Elite Association of Drivers, Followers, Owners, Operators, Tinkerers & Suchlike

*3rd May 2017*

## Lotus Elite Diamond Jubilee



Folks,

**Important Celebration Dinner Information.**

The momentum is building for our great Lotus party in August and now is the time that we need to get serious about who is coming to the Commemorative Dinner on Saturday night 12th August.

Something like 60 people have advised me of their hotel requirements and their accommodation has been booked. However, unlike the hotel accommodation, we need to pay for the dinner beforehand and only those that have done so can be part of the festivities.

The three course dinner is at the Alpha Hotel Eastern Creek directly opposite the circuit.

Those wishing to attend, need to make a payment of $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. Whilst payment should be made before 1st August, I strongly advise to do this ASAP as we expect the dining room to reach capacity for that event. If you would also like accommodation for that evening, please let me know.

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 electronics is a problem, a cheque can be made out to Club Lotus Australia, PO Box 220, STRATHFIELD NSW 2135, but please include the "Dinner" reference and names of people attending.

It will be a great gathering.

Brian

1957 60 2017 LOTUS ELITE

Cheers, Brian

*Proudly supported by*



*A Christmas in July Event*

# 2017 Classic Car Display and Charity BBQ

## *CALLING ALL CAR ENTHUSIASTS!*

**YOU ARE INVITED TO BRING ALONG YOUR CAR (ALL MAKES)**

***to the***

**BDC (NSW) Annual Classic Car Display, Charity BBQ & Mini Swap Meet**

***in support of***

**The Kids Research Institute at The Children's Hospital Westmead**

**When:** **Sunday 2nd July 2017**

**Where:** **280 Penrose Road, Bundanoon** *(refer to map on the reverse side)*

**Time:** **from 11.00am**

**Cost:** **Adults $10 / Children $5 per head**
**BBQ , Tea, Coffee and Soft Drinks included**
*(all proceeds to Kids Research Institute at The Children's Hospital Westmead)*

**Enquiries:** **Miles Felstead on 0418 287 388**

# 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** | | | | |
| | Saturday, 9 September 2017 | Lotus Lunch | 12.30pm | TBA |
| | Wednesday, 20 September 2017 | CLA Monthly Meeting | 6.00pm | TBA |
| | Sunday, 17 September 2017 | Beyond Blue Eggs Benedict | 9.00am | 310 Moreton park Rd Douglas Park |
| | Sunday, 24 September 2017 | SCCA CSCA Round 6 | 8.00am | SMP South |
| **October** | Sunday, 1 October 2017 | FoSC | 8.00am | SMP Amaroo |
| | Sunday, 15 October 2017 | Tyre Kick & Coffee | 9.00am | Gough Whitlam Park Tempe |
| | Sunday, 15 October 2017 | TSOA CSCA Round 7 | 8.00am | Wakefield Park |
| | Wednesday, 18 October 2017 | CLA Monthly Meeting | 6.00pm | TBA |
| **November** | | | | |
| | Sunday, 19 November 2017 | Tyre Kick & Coffee | 9.00am | Gough Whitlam Park Tempe |
| | Wednesday, 22 November 2017 | CLA Monthly Meeting | 6.00pm | TBA |
| **Decenber** | | | | |
| | Sunday, 3 December 2017 | CLA Christmas Party | 11.00am | TBA |

# CLA WA 2017 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| 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

# 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




*First built, first owner first registered!*

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

**For Sale.**

A pair of Esprit V8 Catalytic Converters. Original Factory units with Low K's

Pick up from Lindfield.

$0.99 ono
>
Geoff: 0416866644

# For Sale

**AUCTION OF LOTUS RELATED CAR PARTS**
TWIN CAM HEADS, GEARBOXES, DIFFS,
DATSUN STEEL CRANKS, 57 LOTS IN TOTAL

ALL PROCEEDS TO & IN AID OF

Lifeline Saving Lives
Crisis Support. Suicide Prevention.

IN MEMORY OF MAURICE BLACKWOOD

VULTURES & LONG POCKETS NOT WELCOME!



SUNDAY, JUNE 25, 2017
VIEWING: 10AM
AUCTION START: 11AM

CASH ONLY
BBQ AVAILABLE



WHERE: ANNE BLACKWOOD'S, "EBONY HALL"
310 MORETON PARK RD, DOUGLAS PARK

CONTACT ANNE FOR LIST OF ITEMS
PHOTOS OF SPECIFIC LOTS CAN BE SENT

BIDS CAN BE PLACED BY EMAIL TO ANNE BY 5PM SUNDAY, JUNE 18, 2017 FOR THOSE THAT CAN'T ATTEND IN PERSON

PLEASE EMAIL ANNE IF YOU WISH TO ATTEND
EMAIL: anne_blackwood@hotmail.com