March 2016

CHUNKY'S CHATTER



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



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Club Lotus Australia
March 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.

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Cover Photo. The Lotus Elise Cup 250

NSW General meetings are normally held on the Third Wednesday of each month. This months meeting is 16th March at Simply Sports Cars with John Bowers.

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Presidents prattle
With Ashton Roskill



Welcome everyone to March's CC,
A million thanks to Tom for continuing to solder on with CC despite significant personal "engine reconditioning work", and I hope you will all appreciate this a little more for knowing he has had a recent valve regrind and flush.
And please accept my continued apologies for the lack of my physical presence at many events recently - for those I have not been able to speak to personally, it has been due to being interstate on business; as of next week, that changes a bit, but instead of being interstate, I will be in Auckland (some would argue that's the same thing - obviously not me). However, I am there in spirit, and whenever possible, will be there in person too.
As, indeed, I managed to be for the launch on last Thursday evening of the fantastic Evora 400 at Simply Sports Cars; for those who have been living under a rock, this is the latest incarnation of the Evora, now with added spice, as the admen might say; the engine note is certainly far more meaningful, the remodelled front and rear make quite a statement, and sitting in the car (and tentatively parking it after the event) I can confidently say it is the best fit, feel and finish on any Lotus to date.
May I just say what a pleasure it was to attend the first proper car launch of a Lotus since I have been here in Australia (nearly 13 years) - there was smoke, and music, and engine noise, and beautiful people (and a load of us rabble), and of course the car - great fun - thank you Lee and the team at SSC, and Glen and Tim from Lotus Australia. So get yourself down to Simply Sports Cars if you weren't there on Thursday, and take your wallet.
In other news, you may be aware of a proposal to build a new motorsport complex near Nowra; this is in the final stages of determination, and is presently being held up by the environmental concerns relating to some unusual frogs and orchids; I am confident these issues can be overcome sensitively, and this would be a fantastic addition to the relatively limited motorsport facilities we have in the state, so I would ask you to visit their website
here: www.shoalhavenmotorsportcomplex.com.au and also go to the Shoalhaven City Council website (www.shoalhaven.nsw.gov.au), click on "DA Tracking" on the right hand side of the front page, enter RA14/1000 - click on show, scroll all the way down the page to the "contact us about this application" button, and send in a note of support for this. You will also see all the submitted project information here.
May I also take the opportunity to thank Daniel Bando for hosting our first General Meeting of the year in February, and to Mike Donnan for arranging the parking in the local school - by all accounts it was an enchanting evening, and I am sorry I couldn't make it.
On which subject, I will also be absent from the March GM to be held at Simply Sports Cars, when John Bowers will be presenting some in-car footage from his Type 25 R4 (the ex-Jim Clarke, World Championship-winning car from 1963) as driven by Andy Middlehurst at Goodwood Revival last year; I believe there may also be some great footage of Monaco Historique. So be there on March 16th, or be forever sorry (as I will be).
Massive thanks to Mike for organising another hugely enjoyable and successful first round of the CSCA Sprints; special mention to Anne and Jen Blackwood for coming along to the first CLA sprint without Maurice; he was very close in our minds that day, and I know we all appreciated how hard it must have been for Anne and Jen. Thank you. And as always, thanks to all the competitors who helped make the day go so smoothly; I think everyone (apart from the yellow clubbie driver) had a good day; I don't mind admitting to being more than a little sharp with the two drivers of the Mitsubishi that had dropped oil all the way along the straight, and who then sat on the wall watching us clean up their mess. Not cricket.
Right, I am sure I have forgotten more than I have remembered, and please feel free to prompt me if you feel the need for something to be mentioned; otherwise I hope I will catch some of you over the course of the next few weeks, and if not before, at the Tyre Kick and Coffee on Sunday 20th March when you can wish me a belated happy birthday :)
I will try to get an update on the Eleven project written up - I have photos, and progress is looking good both on the engine build and the bodywork - I just need to write it all down….
In the meantime, keep it upright, safe and on the blackstuff,
Pip pip,
Ashton

From the Editor Tom Devitt

Hello everyone and welcome to the March edition of Chunky's Chatter. It is a bit of a reduced publication this month as I spent the first part of last month getting prodded and probed by various members of the medical profession, finally to come away with a relatively clean bill of health.

Well firstly let me correct an error in the February C.C. regarding the date for the first Lotus Lunch of 2016 to be held at the White Rock Bistro attached to the Long Reef Golf Club. The correct day is **Saturday** 23rd April. Apologies for any confusion.

Late in February the UK Lotus group headed off to Geneva for the legendary Motor Show. They displayed 4 new models all capable of doing the Zero to 60 mph in under 4 seconds.

The Evora Sport 410 was probable the star of the show with a top speed of 186 mph (a fraction under 300 Kph). It laps the Hethel test circuit in 1minute 28 seconds that's 3 seconds faster than the Evora 400.



The Lotus 3-Eleven is the company's quickest and most expensive series production car ever.

My mind drifted back to the year 2010 when the then CEO of Lotus, Dany Bahar took a contingent of 5 new cars to the Paris Motor Show. Unfortunately they were all mock-ups and not capable of turning a wheel under their own power. Ah Dany we miss you and your mate Swiz Beatz, what remarkable copy you gave us.

Elsewhere we look at another new Lotus model the Elise Cup 250 which is certainly making waves amongst the motoring press of UK and Europe.

Our thanks to Daniel Brando and family for a most enjoyable evening hosting our February Sydney meeting. Club Secretary Elliott Nichols had done a great write-up of the evening with photos from Syd Reinhardt and Evan Jones.

Finally thanks to Brian Caldersmith for the black and white photo on page 9 (Porsche, the early years).

Tom



The good old days, Dany Bahar with Swiz Beatz and his wife Alicia Keys

From the Track

with Mike Basquil

2016 CSCA February Report

The 6th February saw the start of the 2016 Series with us as hosts, there is a gestation period for all events where you try to align the planets so it all appears as easy as pie. This years event was made a bit time consuming by many factors, the major one being the change of management at Wakefield Park coupled with new pricing structures and administration requirements. This meant a change to the tried and trusted system I had developed coupled with a new Clerk of Course there were going to be lots of firsts on the day to add to the usual level of apprehension when putting an event together. The other consideration is always will we attract enough entries to cover the considerable costs which continue to climb ever skyward; we finished with 85 entries giving us a small profit but down on past years with CLA representation constant with around 30 entries it is a bit worrying that the other clubs in the association are all experiencing a down turn in numbers.



Some of the Lotus contingent resplendent in their Lotus Racing Suits

The Event got off to a flying stat on the Friday afternoon with 20 entries Scrutineered and the administration process working well, Saturday morning dawned to a fine sunny day with a light breeze perfect for our brand of fun; Drivers Briefing was at 8:45 with cars on Circuit at 9am on the dot couldn't have been happier. Beware of things falling into place easily can sometimes be the clam before the storm – before the completion of the first run we had Adrian Weir suffer a suspension failure and give the tyre barriers a bit hit in his Clubman before he had crossed the Start/Finish. Thankfully Adrian had ALL the safety gear including a HANS and was unhurt apart form being royally pissed off car will need lots of polish; no sooner under way again and we had the Sigma of Laurie Mogiviliatti blow his oil filter off leaving a slick half the length of the front straight. Our C of C, the Crash rescue Crew and CLA members manned every available broom and got into the clean up big time with the result the two incidents only cost us an hour of track time. At the close of play we had turned the field around 6 times and increased the run length form 6 to 8 minutes after lunch with even Rex Hodder not wanting another run; excuses abounded with 'I've had enough; no Fuel' etc meant we had done well in satisfying every bodies need for speed. A quick look at the results showed 19 entrants from 80 with 45 or more laps timed; 13 of the top 20 outright times were from CLA all in Marque cars the brand track ability is healthy. I must acknowledge our all female management crew Jess Nicholson and Anne Blackwood Jess was most impressive as C of C didn't miss a beat constantly had her hand on the pulse with nothing left to chance and was an excellent communicator all resulting in lots of track time and smiles all round form al entrants.

Results: Len Goodwin opened our point scoring with a win in *Class C2* in the 6^0 R replica posting a that would have won D2 against the modern naturally aspirated lotus and 9th outright. *Class D8* saw Rex Hodder turn the table on

Andrew Challenor in the Exige battle rex pushing Andrew into 2nd place by 0.4 sec with Ashton Roskill 3rd in his Elise; with Matthew Roope and James Kinghorn returning to competition in their Elise 4th and 5th; Andrew Lydon in his Elise was 6th Andrews first run in CSCA for a couple of years perhaps we can get Andrew to get his Formula Ford back together and give it some track time. Richard Wodhams was 7th in class continuing to bring down his PB times with every outing; the bad luck story in this class belonged to David Graham 8th sharing with Dad Paul 13th who broke the gear shift mechanism in their Elise after just one run, despite Lee Knappett with the SSC truck full of spares on site a repair wasn't going to happen on the day. Ric Vincent for MG Newcastle in the ex Paul Bowers Elise was 9th pushing Dennis Brady in his Elise into 10th in class followed by John Culvenor in his Elise 11th competition in this class is fierce with the spread from first to last 7 seconds. *Class D0* saw Mark Alexander put in a amazing time of 1:04.5421sec for outright time of the day and the class win in his Exige S followed by Leigh Fuller in his Elise S with copious Aero mods 2nd in class Leigh must be onto something as Lotus has released a model now with the exact same body kit. Stephen Alcorn was have his first run in CSCA in his Elise S and placed 3rd in class judging by the size of the smile I feel he will be back for more in future. We also welcome Richard Gibbs from SSC in his Elise S placing 4th pretty sure Richard was hooked by the bug as well. *Class D1* had Martin Duursma in theV6Exige the only runner but it is one very impressive car on track. *Class R7* was the battle ground of the Honda Powered Lotus and Clubman's Dave Mackie in the HPE Exige taking the Class win from Syd Reinhardt by 0.8 sec in his HPE Elise with Zed Elliott in HPE 4th with Ross Klumper a deep breath behind in the PRB followed by Peter Klumper in the same car. David and Jen Hogan shared "buttercup" the HPE Elise and there was no husband /Wife Rivalry (as if) in this camp David 8th in class to Jen's 11th or 1.4 sec. Jen took out the fastest Lady on the day strangely not the prize she wanted. *Class 8AM* had the Renault group for the club competiting in Clio led by Campbell Smyth and class winner with Matt Bolton in his Clio 3rd Matt suffered brake issues all day appears he ran out of pad material long before the trip home still had a smile every time he attacked the circuit. Deborah Leaf–Milham joined our ranks for the first time coming home 4th in class we are finally attracting some more ladies into the competition. Class 2BM saw the continuing battle of Phil Tout in the Focus and a pesky Opel OPC Phil being pushed into 2nd place till the next round.

The remaining CSCA dates are:

13th March MG Clubs at SMP North
14th May JDCA at SMP North
25th June AHOC at Wakefield Park
17th July SCCA at SMP Amaroo
13th August MOCA at SMP Gardener
22 & 23rd October TSOA at Marulan Driver Training Centre

I will miss the next event the call of a Phillip Island holiday will mean I will need someone to paint the picture from the Event a SMP for the April magazine.

Our Presentation Night was held Wednesday 24th February at the Carlingford Bowling Club an enjoyable night was had by those that attended. I still have some trophies to be picked up by the winners I will bring them with me to succeeding round if not collected before then.

Another reminder that the Australian Supersprint Championship this year they are to be held at Winton Motor Raceway Benalla over the weekend of the 23rd & 24th April hosted by the MSCA, with the Lotus Club Victoria being an integral part of this organisation I sure you will be made welcome. Many of us have enjoyed Winton at the LOTD now is your opportunity to show what our Marque is made of, be warned though accommodation isn't all that plentiful so if you are going to have a go book early to avoid disappointment.

See you at the Track,

Mike Basquil

February Monthly meeting in Sydney Daniel Bando's 'mini-shed'.

A perfect Sydney evening when we gathered at Daniel Bando's for our February General Meeting – enjoying Daniel's hospitality and social side of the meeting in the outdoors until with pizza consumed, the setting sun beckoned us to Daniel's self-proclaimed "mini-shed" for a serious look at a serious collection of cars. Daniel has been a racer for some years and must have inherited something from his Dad John (on hand on the night) whose exploits go back to Warwick Farm and his own, continuing entanglement with clubman's.



Daniel with Peter Eppel and his Lotus 51

There were a couple of road cars that couldn't fit in the shed but Daniel showed us the Formula Vee which he has campaigned for a number of years (which by all accounts has been a very successful experience), his PRB (which has quite a pedigree) that he has raced and has also owned at least twice if I heard correctly (how do you own a car twice? Well, you sell it and buy it back again later – Just like Kerry Packer did with Channel 9), and the latest addition – the Lotus 51 which he is now campaigning in Historic Racing. The 51 appeared in 1967 and was Lotus' and the world's first Formula Ford open wheeler and for someone of my vintage, it transported me back to a younger age when I was entranced by anyone circulating a race track in a green Lotus (preferably with a yellow stripe as Daniel's car has) from Formula 1 to Formula anything. Daniel was in the middle of a rebuild (install new engine mainly) in preparation for the upcoming Historics at Wakefield and he'd only dropped the new engine in in the preceding 48 hours so we could see everything together.



Our thanks to Daniel and his family for hosting us and providing us with a delicious pre-pizza spread.



The PRB to-do list evident on the work bench

Also, a special thanks to the Waverley Primary School who allowed us to park in the school car park for the evening – and to Mike Donnan for organising and marshalling the parking at the school.

Elliott Nichols *(Photos Syd Reinhardt & Evan Jones)*

Lotus at the Geneva International Motor Show

A media release from Lotus

The fastest ever line up of Lotus production road cars has been unveiled at this year's Geneva International Motor Show, with carbon fibre and lightweight engineering taking centre stage.



Lotus Elise Cup 250

With all of the four new models capable of 0-60 in 3.9 seconds or less, Lotus' 2016 range drives home the company's commitment to developing pure, driver-focused sports cars with exceptional performance.

The lightened and faster line up of Lotus cars continues the company's recent successes. Over the last 12-months it has consistently cut mass from its vehicles in order to enhance handling and boost straight-line speed.

Covering the entire Lotus portfolio, the four new cars displayed include the debut of the Exige Sport 350 Roadster as well as the recently announced Evora Sport 410 and Elise Cup 250. If that wasn't enough, the spectacular Lotus 3-Eleven is also on show - following its success on the notorious Nürburgring Nordschleife.

Each of the four cars in Geneva has been developed through Lotus' Lightweight Laboratory concept. Thoroughly re-evaluated - with every component assessed, optimised and reengineered as required – the cars represent the epitome of Lotus' "light is right" approach to engineering.



The wraps come off the Evora Sport 410

Personally pulling the covers from the lightweight legends, Lotus CEO, Jean-Marc Gales remarked on the company's return to form, "Today, we set the benchmark for added lightness - this is what Lotus does and nobody does it better. We are making our best ever cars, and across the world more customers are experiencing what a Lotus is capable of."

With a heritage of efficient design, that stretches back to

1948, Lotus enjoys an unrivalled reputation for the development of lightweight sports cars. The current line up remains true to the ethos of Lotus founder Colin Chapman and his approach to car design and construction.



Lotus Evora Sport 410

As the first constructor to introduce a carbon fibre Formula One car, Lotus has over 35 years' experience with the lightweight, reinforced composite material. This next generation of car on show in Geneva draws heavily on the use of carbon fibre, using it to form key components including: rear wings, front splitters, roof panels, tailgates, rear diffusers, sports seats and access panels.

The Lotus cars on display at the 2016 Geneva International Motor Show include:

Evora Sport 410

Lotus Exige Sport 350 Roadster

Lotus Elise Cup 250

Lotus 3-Eleven



Motoring Roundup

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

Double Formula 1 World Champion, Mika Hakkinen, will join the incredible lineup of the 74th Goodwood Members' Meeting thanks to Swiss watch maker, IWC Schafthausen, the official Timing Partner for the event.

The 1998 and '99 World Champion will make his debut at the event, driving alongside fellow Grand Prix legend, Jochen Mass, in a pair of iconic 1950s Silver Arrows race cars, which also appear courtesy of IWC.



The Mercedes W196 that took Fangio to the 54 and 55 World Championship

The Mercedes-Benz W196 Grand Prix car and its 'streamliner' counterpart, which was originally built for high-speed circuits such as Monza and Reims, will be taken on a demonstration run of the Goodwood Motor Circuit.

The 74th Goodwood Members' Meeting takes place on March 19/20 and Mika Hakkinen, 47, will take part in the demo run on the Saturday.

Goodwood house captain Mass said: 'I'm excited about welcoming Mika to the Members' Meeting and driving the Silver Arrows. The W196 is an incredible car, it helped Fangio to back-to-back titles in 1954 and '55 and I promise that Mika and I will put on a show for the spectators.'

The special IWC garage, situated in the paddock, will also feature a third Silver Arrow, a stunning Mercedes-Benz W25, similar to the kind that carried Rudolf Caracciola to the European Championship title in 1935.



Mika Hakkinen 1998 and 99 F1 champion driving for McLaren

The 2016 Members' Meeting will feature 11 races for a huge range of historic cars and, for the first time ever, motorcycles.

Three of the most iconic periods in motorsport history will also be celebrated with high-speed demonstration runs – the Super Touring cars of the 1990s, ground effect Formula 1 cars and the Group 5 sportscars of the 1970s.

CONDITIONAL REGISTRATION & CLUB PLATES SCHEME.

From Alan Pate & Keith Edwards.

Club Lotus Australia will continue to support members who opt to put their vehicles on this scheme.

Due to our recent sad loss of Maurice Blackwood, we have appointed Committee members Alan Pate & Keith Edwards to jointly continue managing the scheme as our Plates Officers.

It is worthwhile restating the Rules that apply;

Vehicles must be over 30 years old to be eligible and be capable of obtaining a "Pink Slip" from a registered inspector.

The Certificate of Conditional Registration from the Roads & Maritime Services (RMS) will be accompanied by a "Historic Vehicle Declaration" form that should be completed with member and car details and the Safety Inspection Report (pink slip). Both these should be sent to the Club Plates Officers (at either address below) for ensuring the member is financial and the car details are correct. It will be stamped and returned to the member for submission to NSW RMS.

In certain circumstances one of the Club Plates Officers may accept a "Club Lotus Club Plate Roadworthy Declaration" form which is a signed declaration by the club member owner of the vehicle that it has been checked by the owner who declares it to be roadworthy. This is at the discretion of the Club Plates Officers.

Trial 60 Day Log Book Scheme

At present the NSW RMS is trialling a "60 Day Log Book" system which allows for "movement" of Conditionally Registered vehicles while obviating the need for members to inform Club Officials when needing to go on longer trips than "local servicing" runs that are not gazetted. Gazetted events are those appearing on the Club Website Calendar. For members not yet signed up for this scheme, Alan & Keith will continue to enter authorised movements in a Journal, so that members should continue to advise Alan or Keith of impending longer trips. The outcome of the Log Book trial will be passed on as soon as it is finalised and as CLA is a participating club, individual members are welcome to join the trial; you need to take your rego docs to the RMS for conversion (at no additional cost).

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Join us for our first 2016 Lotus Lunch at the White Rock Bistro

at the Long Reef Golf Club, End Anzac Avenue Collaroy

Saturday 23rd April, 12.30 pm



Join us at the White Rock Bistro for a leisurely lunch overlooking Fisherman's Beach, and Long Reef Headland with spectacular views right up to Palm Beach Headland. If it is a fine day we can enjoy the beachfront terrace or inside if it is not so great.

The team of chefs at the White Rock have designed a modern Australian cuisine menu as well as featuring some classic dishes. As it is attached to the Long Reef Golf Club, drinks are at club prices and you order and pay for your own meals.

Long Reef headland is well known for a number of popular surfing spots including *White Rock,* so named because of the large white rock that is located just under the surface off the most northern tip of the reef platform.

An area rich in maritime history, Fisherman's Beach in the early days was also used as a small port for loading local cattle for the Sydney Market.

Over the years many ships have run aground on Long Reef. During WW2, the New Zealand vessel Altair ran aground near Long Reef Golf Club and a Japanese midget submarine sank just north of Long Reef on 31 May 1942.

Long Reef Headland is part of a protected Aquatic Reserve which also offers a haven for surfing, fishing and other water sports. The top of the headland offers views up and down the coast and is a great vantage spot to view migrating whales and dolphins.

Bookings essential to

Tom Devitt 0417 295 549 or t.devitt@bigpond.com



Cover Story the Lotus Elise Cup 250

Article from Lotus factory press release



Proving that less is more, Lotus' high performance Cup version of the famous Elise has shed 21 kg and gained 26 hp. Weighing in at 931 kg, and capable of 0-60 mph in 3.9 seconds, the Elise Cup 250 is the fastest road-going Lotus Elise ever.

Replacing the acclaimed Elise Cup 220, the new Elise Cup 250 perfectly demonstrates the Lotus 'light is right' mantra as all vehicle components were optimised to add lightness and speed. Delivered to the marque's now famous 'Lightweight Laboratory', it emerged with a range of features, including a Lithium-ion battery which slashes 10 kg off the weight, carbon fibre seats, reducing the weight by 6 kg, and ultra-lightweight forged alloy wheels, saving a further 1.5 kg.

Designed to suit all sports car fans, the Lotus Elise Cup 250 is available for the first time as a roadster as standard with a hard top available as an option. For those wanting to cut the car's weight still further, and so boost performance, a Carbon Aero Pack is available, which cuts an extra 10 kg, reducing the mass to just 921kg.

Jean-Marc Gales, CEO of Group Lotus plc, commented, "The Lotus Elise has long set the benchmark in its class, yet we've been able to hone its straight-line performance and handling. Yes, it is capable of amazing things on a track, but it also retains its road manners and is perfectly composed for day-to-day driving. No rival offers this level of performance and accessibility."

With the new car lapping the company's Hethel test track in 1 minute 34 seconds, the changes and engineering adaptions to the Elise Cup 250 have taken an impressive four seconds off the previous Elise Cup 220's best time and represent the fastest recorded lap time for a production Elise.

Powered by a new higher-output version of the supercharged, 1.8-litre 4-cylinder engine, the Elise Cup 250 boasts 243 hp (246 PS) at 7200 rpm and 250 Nm of torque between 3500 rpm and 5500 rpm.

Lotus Dynamic Performance Management (DPM) provides a 'Sport' mode, increasing throttle response, lowering traction slip thresholds and removing understeer recognition, allowing enhanced control before the system intervenes.

The aerodynamically optimised body kit provides 66kg of downforce at 100mph and an impressive 155 kg at maximum velocity of 154 mph. Shaping and working airflow over and around the bodywork has been key to delivering the car's extremely focused handling. An optional Carbon Aero pack replaces the standard front splitter, rear wing, rear diffuser and side floor-extensions with lightweight carbon components and reduces mass by a further 10 kg.

The Elise Cup 250 carries over the motorsport-derived suspension and braking components from the Elise Cup 220, including an adjustable front anti-roll bar, Bilstein sports dampers and Eibach coaxial coil springs and double wishbone suspension. AP Racing twin-piston front calipers, and Brembo single-piston rear calipers work in conjunction with the track-tuned ABS system with ultra-lightweight forged alloy wheels (16 inch, front and 17 inch rear) are fitted with Yokohama AO48 tyres (195/50/16 on the front and 225/45/17 on the rear)



As standard, the Elise Cup 250 comes with a full Alcantara® interior in red or black, with an optional Leather Pack available. An integrated in-car entertainment system can also be specified, including iPod® connectivity and Bluetooth® functionality along with full carpets and enhanced sound insulation.

The Lotus Elise Cup 250 goes on sale in all major markets, excluding North America, from April 2016.

Technical Specification:

PERFORMANCE	MANUAL
Max power	243 hp at 7200 rpm (246 PS) (181 kW)
Max torque	250 Nm between 3500 rpm and 5500 rpm (184 lbft)
0-60 mph	3.9 seconds
0-100 km/h	4.3 seconds
Max speed	154 mph (248 km/h)

ENGINE AND TRANSMISSION
All alloy, 1.8 litre DOHC 4-cylinder, dual VVT-i, 16-valve with chargecooled Magnuson R900 supercharger utilising Eaton TVSTM technology
Mid mounted, transverse, rear wheel drive
Multi-point sequential fuel injection and direct ignition system
Lotus Electronic Throttle Control system
6 speed manual gearbox with sports ratios
BOSCH Electronic Differential Lock (EDL)

CHASSIS AND BODY
Lightweight, extruded aluminium bonded chassis structure
Fully independent double wishbone suspension with adjustable front anti-roll bar
Aerodynamically optimised front splitter, rear diffuser and wing
Bilstein high performance gas dampers, front and rear
Eibach coaxial coil springs, front and rear
AP-Racing two-piston calipers at the front and Brembo rear calipers
Lotus / BOSCH tuned ABS system
Lotus Dynamic Performance Management (Lotus DPM)
Lightweight Lithium-ion battery

EXTERIOR SPECIFICATION
Halogen front main & dip lights with integrated direction indicators
LED rear lamps with integrated direction indicators
Ultra-light forged alloy wheels (16" front and 17" rear)
Yokohama AO48 tyres 195/50 R16 (front) 225/45 R17 (rear)
Matt black front splitter, rear wing, front access panel, wing mirrors, rear transom and rear diffuser

CLA WA Diary 2016

Month	Day/Date	Event	Location
Mar-16			
	Monday, 14 March 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 March 2016	Early Morning Run	Guildford Rly carpark James St.
		Club Sprint Championship Rnd 2	RAC Driving Centre
Apr-16			
	Sunday, 10 April 2016	Club Sprint Championship Rnd 3	RAC Driving Centre
	Monday, 11 April 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 April 2016	Early Morning Run	Guildford Rly carpark James St.
May-16			
	Monday, 9 May 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 15 May 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 29 May 2016	Club Sprint Championship	RAC Driving Centre
Jun-16			
	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			
	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.
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	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.
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			
	Monday, 12 December 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 December 2016	Early Morning Run	Guildford Rly carpark James St.

CLA NSW 2016 Diary

Month	Day/Date	Event	Location
Mar-16			
	Sunday, 13 March 2016	CSCA Rnd2 MGCC	SMP North
	Wednesday, 16 March 2016	CLA Monthly Meeting	SSC With John Bowes
	Fri, Sat Sun 11,12,13 March	VHRR Meeting	Phillip Island
	Sunday, 20 March 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Apr-16			
	Sunday, 17 April 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 20 April 2016	CLA Monthly Meeting	TBA
	Saturday, 23 April 2016	Lotus Lunches 12.30pm	White Rock Bistro Long Reef
	Sat, Sun 23&24 April	Historic meeting	Mallala
	Sat, Sun 30 & 1 April/May	HSRCC Qld	Morgan Park
May-16			
	Saturday, 14 May 2016	CSCA Rnd3 JDCA	SMP North
	Sunday, 15 May 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 18 May 2016	CLA Monthly Meeting	TBA
	Sat,Sun 28 & 29 May	Austin 7 Historics	Winton
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

1969 Lotus Europa S2 (54/1114). Fitted with Lotus Twin Cam 1982**. $17000 not negotiable**
Geoghegan's Delivery, third owner (23 yrs.), black badge (Jim Clark tribute).
Engine: 1670cc, steel crank, Cosworth pistons, Cams, 45 Weber's, very little use. big wing sump, remote filter & oil cooler.
Transmission & Driveline: Hewland adaptor & input, VW Box & CVs, ZF LSD, Datsun stub axles
Brakes: Larger front discs and calipers, rear discs (with handbrake), dual master cylinder, Aeroquip lines.
Wheels: 13 in Rebel 6" front, 7" Rear. Formula Ford Avon's fitted. 2 sets 5" Mags 1 with radials also included.
Other Details: Aluminum radiator, electric fans, Aluminum Fuel tank & cap, fully adjustable suspension, setup on F 'Ford springs, light weight bumpers, Aluminum roll cage, 6 point harness.
History: Ordered new by Joyce Simcock. CAMS Marque Sports Car Log Book issued 1991. Many club successes, won Div2 Marque Sports Championship (Road tyres) 1993 and has been CLA champion.



The car at Eastern Creek

See Marc Schagen's *Lotus – History in Australia* page 52 9
Inclusions: Spare wheels plus 2 original spares and space-saver, original gearbox plus 5 Speed Renault gearbox and original suspension, most Renault engine/GB fittings, brakes.
Condition: Unregistered. Excellent mechanical condition. No panel damage, paint OK and interior shows age. Overall needs some TLC. Last registered in this configuration in 1990s.



Garage Clearance:
Triumph uprights with hubs and unmachined aluminum Mawer caliper mounts $100
Triumph GT6 front lower wishbones and coil over units. $50
Crate of F Ford Springs $30
5 Datsun 1600 driveshaft's $25 the lot
Pair Weller steel wheels 5in, 3 ¾ in PCD, unused.
Mazda MX5 Complete rear end including brakes. $100
Lotus Europa windscreen rubber – new $75
Ford Kent crankshaft, standard sizes, crack tested $75.00
Ford Kent crankshaft, 20/20 sizes, crack tested $50.00
Datsun L18 crankshaft, standard $75.00
Triple 40mm Dellorto's, DC Weber's and parts.
>1000 classic car and sports car magazines. Mainly from early 80s but some SCW and RCN from the 70s. Shelf unit included. $250
Contact Gos on 0414 999 222

For Sale

LOTUS 20 FORMULA JUNIOR CHASSIS No 20-J-960



Maurice Blackwood Eastern Creek November 2011 (photo courtesy of Peter Schell

Imported new and raced by the Geoghegans from January 1962 until August 1963.

The next owners were :

Terry Rogers (1963)

Mick Crampton (1965)

Ken Farr (1967)

Martin Hook (1971)

Ken Hambly (1972)

Bruce Tandy (1977)

Bill Wade (1980)

Jim Sherringham (1997)

The car has been run at around seven meetings only since restoration and is in a race-ready state. It is in the Geoghegan livery and has been campaigned by Maurice Blackwood over the last few years. Powered by Ford 1098cc engine and coupled to a VW gearbox, a highly favourable specification for the popular Formula Junior series. I would like the car to stay in Australia so am offering it locally first. The condition of the car is very good and comes with all the spares I have for it. CAMS certificate of description and Logbook are all up to date. Car is located in Sydney.

Price A$75 000

Contact Jim Sherringham on 0412 885025

For Sale

This Lotus Elise S1 was first registered in the United Kingdom in September 1997. I purchased it in 2007 whilst living in the UK and exported it to Australia when I migrated here in 2008.

It has a full service history from the UK and Australia and has been serviced at Simply Sports Cars for the past four years.

The cylinder head and timing belt were replaced in July 2009 when the car had done 90,000 miles. It's only done 10,000 miles in the six years since and has been kept in a carport under a custom fitted car cover.

The specs are as follows:



Original 5 spoke alloy wheels
Black leather interior
Lightweight MMC aluminum ceramic brakes
Fully Adjustable SPAX shock absorbers
All Aluminium triple pass radiator
Hurricane induction air filter
Pioneer Radio/CD/IPOD compatible stereo
Removable Hard top (in black)
Soft top, re-stitched at lotus factory, Hethel
The car has been advertised on carsales.com.au.









For Sale

NSW plates "LOTU5 " described as colours, they are in storage at Castle Hill MTA. They can be transferred to any NSW Vehicle.
As for price I am more interested in them going to Lotus Club member but let's say $1500 neg. as I have storage cost and the next 12 months fee to cover.
Terry Waugh Castle Hill 0422959296





This pair of AVO Elan shock absorbers to suit S1, S2, S3, S4 and Sprint models is up for sale.

The shocks, AVO part number PE549, are brand new and available at $330 for the pair, plus postage of $16.65 Australia Wide.

Please contact Graham on +61 412 660 513.



For Sale



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

Fascinating race history amongst the RAF community in Singapore from 1965 & all previous owner history traced & verified. No expense spared restoration to its 1968 Johore Grand Prix winning specification. HSRCA Certificate of Description. Freshly rebuilt pre cross flow motor with a spare & unused rebuilt rare Cosworth big valve head. Both heads flow tested & beautifully worked internals. Austin Farina rear end for racing & escort rear end when road registered. Huge list of spare parts including clamshells, nose cone, bonnet, wheels etc. for road use & price includes an electric braked dual axle enclosed registered trailer. $50,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com







Car just visible about the 4th row of the grid

For Sale

I'm selling my professionally built race car trailer. It is a properly engineered 'no compromise' build with every sensible option included, in order to offer full protection for my vehicles when towing or storing them. It tows like a dream, straight and stable.





- 4 wheel torsion type suspension with fully Galvanised chassis and lower frame
- Removable purpose built aluminium body with 5 gas strut lifted doors for easy access and convenient tie down of your vehicle
- Properly designed so that if your car has opening doors, they should clear the sides and open fully.
- Robust tie down points
- All tie down straps included
- Separate tool and spare parts storage at the front
- The cabin and the tool storage compartment are lockable - your vehicle and your tools are safely stored.
- Weather proof - Can be used as a mobile 'garage' in which to store your vehicle
- Easy loading, - ramps slide out from under the floor.
- Nice wide load area and a full 1.82m wide clearance at the entrance
- Fitted with on board electric winch
- Fitted with electric brakes on both axles - all 4 wheels are fully braked. Pulls up straight and true, even in the wet.
- Designed with a low centre of gravity with the load area between the trailer wheels to facilitate easier towing.
- Condition as new - has hardly been used - see the photograph of the independent suspension - has never even got road dirt underneath!
- Safety brake should the trailer come unhitched
- Situated in Sydney and selling at a fraction of replacement cost - if this suits your needs talk to me, negotiable around $10,800

Phone Colin on 0417 907 718 any time

