March 2017

Chunky's Chatter



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



Inside this issue

- Bernie bows out
- Great roll-up in Gerringong
- All British day in Adelaide
- The race version of the Exige Sport 380

Club Lotus Australia
March 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: Peter Eppel's hands on the wheel reflected off a rain covered windscreen. On a Europa run last month Thanks to Chris Reid for the photo

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

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Presidents prattle
With Ashton Roskill



Hello all

Don't know about you, but already I am starting to think this year might be vanishing before my eyes...

Big thanks to the seven stalwarts who braved rather less than perfect weather for the Gerringong Lions Car Show - we scooped two trophies (Ken Miller and Richard Carter - well done gents!) and the photos are on the website; thanks too to Evan for leading the charge in my absence - a stomach bug picked up in sweaty Brisbane - 'nuff said.

March is upon us, and lots to do:

Simply Sports Cars has their New Car launch next Tuesday (7th March) so if you haven't received an invite, call them and invite yourself - you will be most welcome;

CLA hosts the first round of the CSCA sprints down at Wakefield on 11th; as this is the day before my birthday, I have asked the other competitors to be kind enough to let me appear in the top 20 FTD - something tells me that was a red rag to a load of bulls.....

The following weekend is the PI Histerics, so a number of us will be down there, either racing or (in my case) learning the ropes so I might get a chance next year;

And the 26th March has us invited to Ebony Hall on for Scones and Cream - how frightfully British. We'll also have P1 and P2 for the Round the Buckets in September, so come prepared.

Otherwise, life continues apace; Brian Caldersmith's planning for the mother and father of all Lotus parties is well underway, with expectation for around 100 Lotus cars to attend the Shannons CMC day in August in celebration of the Diamond Jubilee of the Type 14 Lotus Elite (there will be around 40 of these beautiful cars alone). Since it is also the 60th Anniversary of the Seven, and the 50th birthday for the Elan +2, Type 49 and Type 51, there are lots of good reasons to put it in the diary (12th-13th August in case you are wondering)

Elsewhere in the "alternate" world (or AntiSocial world) I have been interested to see the rise in quite specific interest groups - one for the 50's-70's Lotus cars, as an example on Faceplant; I do wonder what the long-term sustainability issues around some of these platforms might mean to the integrity of the data, but in the short term it is wonderful that so many are willing to post up so much fascinating information.

Anyway, enough of my philosophising - I am sure I have as usual missed more than I have remembered, so Tom will do his usual tremendous job of sweeping up the mess!

Meantime, I hope to see lots of you out and about this month, so please be safe, keep it upright and on the blackstuff,

Pip pip

Ashton



Welcome New CLA members for February 2017

Caroline Beckett – NSW

Andrew Jones - WA

Carolyn Thompson - WA

Ken Wyatt - WA

Blake Roy – NSW

Brian Hogan – NSW

Roslyn Hogan – NSW

Clive Swatton – NSW

Paul Clark - WA

Vicky Conquest – NSW

Geoff, Patrick and Beth Northcott – NSW

From the Editor Tom Devitt



Welcome to the March edition of Chunky's Chatter. This month Anne Blackwood and family have very kindly opened their home to us for a morning of food and frivolity on Sunday 26th March. As usual the 'round-the-buckets' will be run on the lower 40 acres and scones, jam and proper cream will be served.

For readers unfamiliar with 'round-the-buckets', this was a bit of competitive lunacy dreamt up by the late John Dawson Damer and now fully steeped in CLA tradition. Many years ago, John was in the habit of inviting the club to spend a day on his property, known as Oran park (yes, the house was there before the circuit was). On one of these days, when the usual nattering, BBQ and beer drinking to excess was getting a bit tame, John produced about 2 dozen plastic buckets. Riding his motorbike with his dog perched on the handlebars and the buckets in his lap John scooted around one of his paddocks, placing the buckets randomly in the field. The aim then was for everybody with a Lotus to drive around this random course swinging from right to left around the buckets. As the years went by competition for FTD became fierce with Lotus Cortina's jam-packed with drunken revellers being a favourite with the bookies. When tyre pressures started to be discussed we knew it was out of control.



John Dawson Damer

After John's death in 2000 at the Goodwood Festival of Speed, the event went into hibernation. Several years ago, Maurice Blackwood offered to revive the event at their property at Douglas Park. Of course times have changed and the derring-do and silly swagger is now a thing of the past but the event continues to increase in popularity and at the last Eggs Benedict, I saw a distinct increase in the level of competitiveness. The event is back and running again on March the 26th!! But a word of warning, booking is essential (See Page 5 for details)

Before I disappear back into the garage, don't forget to mark the 12th and 13th August in your diary. The evening of the 12th there will be a magnificent celebration dinner to mark the various Lotus anniversaries that are occurring this year. Already attendees from the USA, Europe, NZ and all states of Australia are booked in. This will be held at the Alpha Hotel at Eastern Creek, a short walk from the Sydney Motorsport Park circuit. Already the attendance list looks like the who's-who of Australian historic motorsport so make sure you and your partner get your booking in promptly for what is going to be a fabulous evening. To make matters easier there is accommodation available at the hotel (see page 25) so you can bring your Lotus for the evening and in the morning a short drive to the circuit sees you there for the Shannons CMC day. As Ashton mentioned in his column there is a fantastic collection of older Lotuses already coming, and in expectation of an incredible turnout of all Lotus models, Shannons have allocated the Amaroo section of the complex to the club. As this is the area adjacent to the main car park we can expect a very high volume of visitors coming to view our machinery. So, even if you cannot come to the dinner the night before, make sure you drag your Lotus along with all of your friends and family to the Sunday event (even if you have to bring it on a trailer!!). As an added incentive, at lunch time all Lotuses will be invited out on the circuit for a few laps (behind a pace car) And even more, as a further incentive the club will be suppling a BBQ lunch free.

Please email Brian Caldersmith briantc@bigpond.com if you would like to attend the dinner on the evening of the 12th and if you will require accommodation. Brian is also organising Jubilee polo shirts for the event and would like to know if you are interested in purchasing so he can get an idea of how many to order. Further details page 25 of this publication

Tom





2017 SCONES, JAM & NO PISS-&-WIND CREAM MORNING TEA WITH ROUND-THE-BUCKETS IN AID OF LIFELINE

Sunday, March 26, 2017
at 9.00 a.m.
at
"Ebony Hall"
310 Moreton Park Road, Douglas Park

Bookings absolutely, totally essential.

Read it again …….. no bookings, no show and that means booking before Monday, March 20, 2017 please

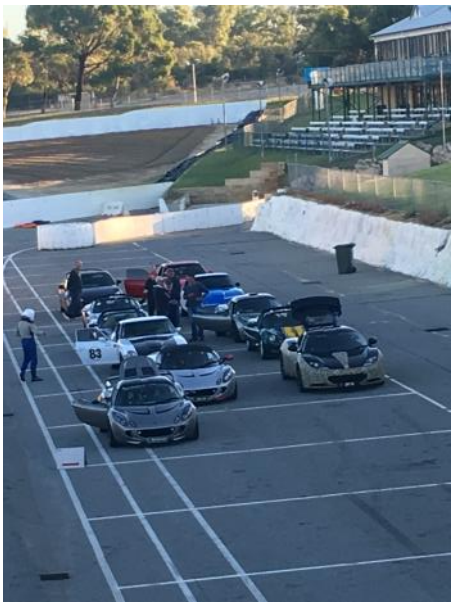
Anne Blackwood
Email: anne_blackwood@hotmail.com

A bucket will be passed at Scones & Jam to collect for Lifeline. Bring your cash with you!

Lifeline Saving Lives
Crisis Support. Suicide Prevention.

Quokka Talk

By Eddie Lankhorst



February is proving to be a busy month in WA.

To start the month off, we had our first round of our Sprint Championship, hosted by the Triumph Sports Owners Assoc.



We saw Doug's, super ballistic Evora being a tough car to beat, with his imported Lotus motorsport engine, strengthened gearbox, and huge TVS1900 supercharger, then there is close contenders Steve and Richard in their BOE supercharged Elise rockets. So the results for the night are: Doug 1:04:93, Steve 1:06:29, Richard 1:08:11, Kevin 1:09:69, Mark 1:10:23, Graeme, 1:10:47 and Eddie 1:12:57. A very well run event by TSOA. Our next round will have been by the time this mag gets to you, but was held on Sat 18th Feb at Barbagallo raceway, hosted by Speed Event Series. Results will be advised in the following magazine issue.



Monday's BOAB Meet n Eat is always a very family (of Lotus) affair, lots of laughs, banter, friendships and sometimes not so good food. Our last BOAB saw nine cars and surprisingly good food from Little Creatures Brewery in Freo.

If you missed us in February, please make sure you don't miss out in March or April by updating your diary.

- March
  - Mon 6th Go Karting at Cockburn (tbc)
  - Mon 13th BOAB Meet n Eat 6pm
  - Sun 19th ***Round 3 Sprint Championship*** at Collie (SES)
  - Sun 26th EMR, Guildford 8am
- April
  - Mon 10th BOAB Meet n Eat 6pm
  - Sun 16th EMR, Guildford 8am
  - Fri 21st to Mon 24th Lotus 2017 Beechworth, Victoria
  - Sat 29th Jacks Hill climb with SES



Monday's BOAB Meet n Eat The cars and the people

The All British Day in Adelaide

Andrew Stevens sent us the story and these great shots from Echunga in the Adelaide Hills

The All British Day is now firmly established as one of the premiere motoring events in the Adelaide calendar. With its new home at the beautifully manicured grounds of the Echunga oval, and a seemingly direct connection to whichever deity controls the weather in Adelaide, the ABD committee brings in the best of British and a day out for the whole Adelaide motoring community.

For those of us lucky enough to regularly participate in the Adelaide Lotus runs, Echunga is a waypoint on the way to destinations such as Strathalbyn, Meadows, or Macclesfield. Too close to Adelaide and the Stirling turnoff to stretch the legs of the Lotus, but not close enough for simply a trip to get a good coffee. That middle ground makes it a perfect spot to host 800 or so specimens of British ingenuity, and sufferers of the black plague that is Lucas electrics.

Whether it be automobiles, busses, trucks (or should I say lorries), motorbikes or aeroplanes, the All British day delivered. This year's featured event





was the mighty BSA, which for me brought back memories of learning to ride a 250 Bantam somewhere before my teenage years. Noticeable amongst the blacks, dark blues, and burgundies of Jaguar, Super Swallow, Vanden Plas and Aston Martin, was a riot of colour and decades of achievement from the corner of the world that is Lotus. In a world where many of the marques on display have dwindled or died (sadly, Singer, Austin Healey, etc.), the Lotus display was an ode to perseverance and holding true to the core values of Chapman's legacy.



The CLA display had 16 cars covering the 1950s to current day starting with Mike Bennett's gorgeous Lotus 12, shortly to be the star attraction at Phillip Island Historics and Melbourne GP. Running through the mighty Lotus 7 in series 3 form, a couple of Elan +2's (both the 130/5 variant), including Ian Burman's recent acquisition from NSW, an Eclat representing the front engine brigade, and a couple of wonderfully presented Esprit's. While Michael Bachia's red Esprit is the envy of every concourse participant, special mention must go to Chis Sofokleous who presented the result of a 3 year restoration, presenting his pristine white Bond replica Esprit complete with GBR-007 plates and champagne bucket. Unfortunately I arrived after the Bond girls had left, missing out, as did the local press .... and most of the paying public.

All British Day secretary David Baird had deposited both his Lotus Cortina and Talbot Lotus before being dragged away to be the media star and face of the ABD. Come on David, you know that a Lotus Carlton would complete the set. Or a Twin Cam Escort, or … or ….



Of the modern set, we had Series 1 and 2 Elise's, Exige's, and two Dvora's courtesy of the Kazis twins. Wayne Macintosh missed out finishing his Elan Sprint by a matter of hours, but substituted his immaculate Aubergine Elise, while Lee, Tony, and Darren showed off the various Elise options.

Elsewhere, a couple of Lotus Cortina's, T/C escorts, BDA Escorts, and a subtle purple twin cam engined Escort Mexico melded with the diverse display. With an aerial display accompanied by the roar of a static Rolls Royce Merlin, and the wares of specialist restoration, engineering and motoring bookshops, there was plenty to see, do and spend. In one corner the rattle of stationary engines, in another the giant Shannons Bus presenting the best in show prize to a beautifully restored two tone blue MG-TC. If there was a better way to spend a Sunday it probably wasn't legal.

So after a day wandering the best in British, was there one car that I'd like to tuck in my garage? Well it was a hard ask, despite the presence of an E Type that would have put most operating theatres to shame for cleanliness, ultimately I couldn't go past a car that debuted at Monaco almost 60 years ago with Graham Hill at the wheel. If you have to ask, then you need to do your research.

LOST to Swansea

Our friends the LOST Fraternity took some time out of last weekend's Bathurst 12-Hour to run up Pacific Highway to Swansea for the Motorists' Appreciation Day – M.A.D.
On Sunday the 5th of February they met in Belmont on the Pacific Highway before running up to Bargoed House on the old highway in Swansea. There they enjoyed a few hours kicking tyres and socialising at M.A.D.
Jack McLaughlin has kindly sent through a few photos from the day,







The end of an era

Bernie is replaced

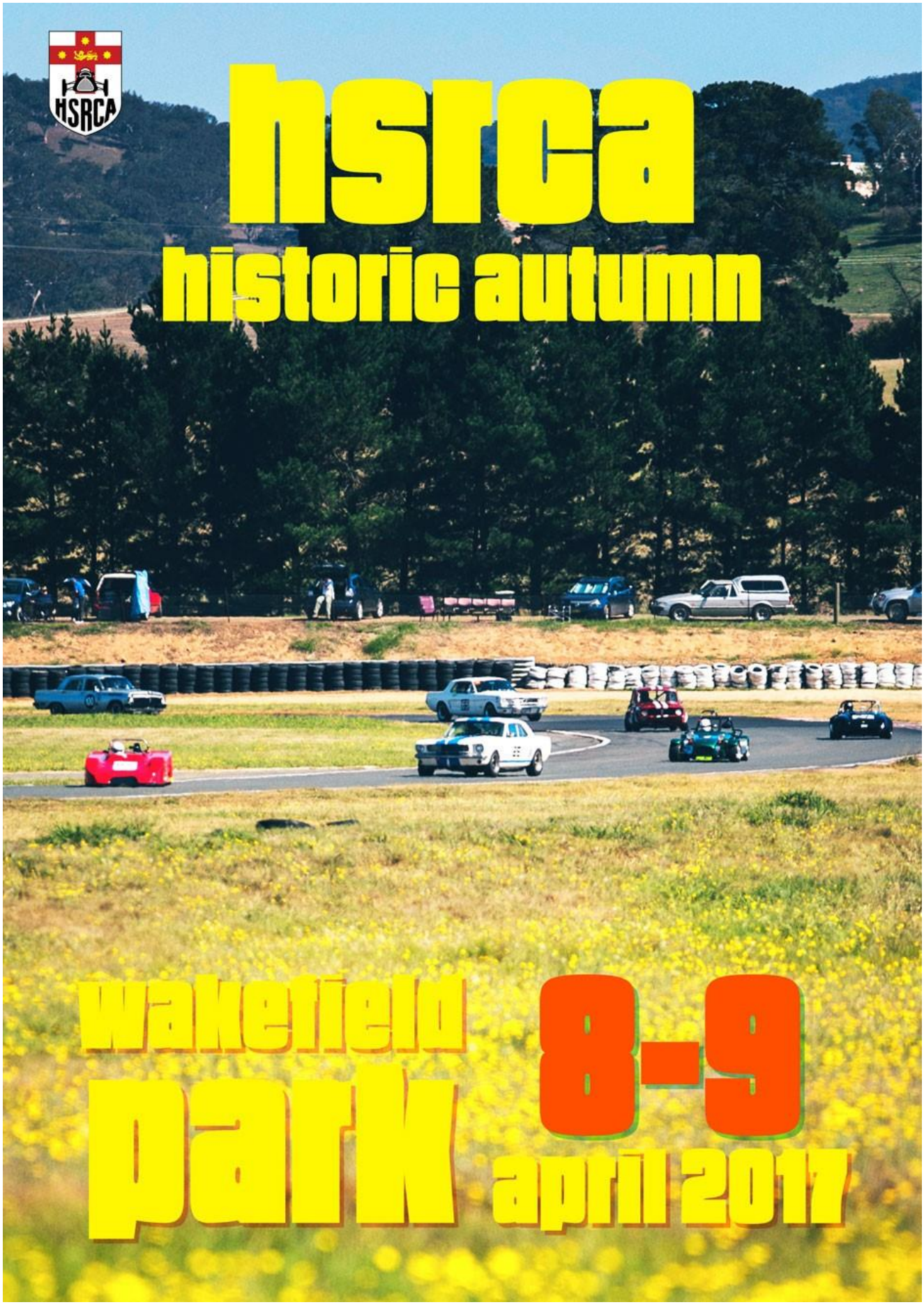
Bernard Charles "Bernie" Ecclestone (born 28 October 1930) was the chief executive of the Formula One Group, which manages Formula One and controls the commercial rights to the sport, and part-owns Delta Topco, the ultimate parent company of the Formula One Group. As such, he is generally considered an authoritative voice in Formula One racing and is most commonly described in tabloid journalism as "F1 Supremo
On 23 January 2017, it was announced that Bernie Ecclestone had been replaced by Chase Carey as chief executive of the Formula One Group, though he has been appointed as chairman emeritus and will act as an adviser to the board.
His early involvement in the sport was as a competitor and then as a manager of drivers Stuart Lewis-Evans and Jochen Rindt. During the 1971 season, Ecclestone was approached by Ron Tauranac, owner of the Brabham team, who was looking for a suitable business partner. Ecclestone made him an offer of £100,000 for the whole team, which Tauranac eventually accepted. The Australian stayed on as designer and to run the factory. However Ron left Brabham early in the 1972 season. The team achieved little during 1972, as Ecclestone moulded the team to fit his vision of a Formula One team. He abandoned the highly successful customer car production business established by Jack Brabham and Tauranac – reasoning that to compete at the very front in Formula One you must concentrate all of your resources there. For the 1973 season, Ecclestone promoted Gordon Murray to chief designer. The young South African produced the triangular cross-section BT42, the first of a series of Ford-powered cars with which the Brabham team would take several victories in 1974 and 1975 with Carlos Reutemann and Carlos Pace.



Bernie with his Daughters Tamara and Petra. Back in 2011 when the photo was taken he was already worth AU$ 3.9 Billion

Ecclestone became chief executive of FOCA in 1978 with Max Mosley as his legal advisor; together, they negotiated a series of legal issues with the FIA and Jean-Marie Balestre, culminating in Ecclestone's famous coup, his securing the right for FOCA to negotiate television contracts for the Grands Prix. For this purpose Ecclestone established Formula One Promotions and Administration, giving 47% of television revenues to teams, 30% to the FIA, and 23% to FOPA (i.e. Ecclestone himself); in return, FOPA put up the prize money.

Despite heart surgery and triple coronary bypass in 1999, Ecclestone has remained as energetic as always in promoting his own business interests.
Ecclestone was removed from his position as chief executive of Formula One Group on 23 January 2017, following its takeover by Liberty Media in 2016.


HSRCA
hsrca
historic autumn
wakefield
park
8-9
april 2017

Gerringong Lions Club's Gerringong Motor Fest

Many thanks to Gino Valdes for the photos



The Gerringong Lions Club's Gerringong Motor Fest was held on Saturday the 18th of February and saw a stunning collection of Lotuses join in the show. The Club display included seven cars – two Elise series 2s, a Series 1 Elise, two Elans, an Elan +2 and an Evora. It was an enjoyable day all 'round, and we'd like to send our thanks to those who came out to enjoy it with us. The following is a letter of thanks from the organisers

On behalf of the Lions Club of Gerringong I would like to pass on our many thanks to you & your club members for attending the Motor Fest / Car Show Saturday 18th February 2017 here in beautiful Gerringong.

Though the predicted weather may have discouraged a number of cars from venturing out it was great to see in excess of 150 vehicles take the plunge and join us on the day. To those of your club who did turn up we would like you to pass on our hearty thanks. Mother nature did remind us at about 1200 that she was in charge & even though the storm didn't last very long it did look pretty nasty. Thankfully the threat was worse than the outcome.

The quality & variety of cars on display exceeded our expectations. The owners, drivers & friends who attended all appeared to have enjoyed themselves & many went out of their way to speak with me & other Lions club members to say what a great event it was. Thank you to those people who did so & those of you who committed to email to advise me also we really do appreciate it & we have passed on your kind words to the Lions club volunteers who participated on the day. Many of our volunteers would not qualify themselves as "car" people but I think we may have converted quite a few. So thanks to you, your cars & your people.



Our committee will be having a debrief in a couple of days to discuss our perception of the event & how we could improve for any



future event, we do want to make an annual event of it. Don't hesitate to pass on any advice you may have.

In conclusion. Thank you for your wonderful support which in turn provides us with the opportunity to support the young four year old boy who will be the recipient of all of the Lions Club funds raised via the gate takings, the raffle & donations buckets. In addition donations from Gerringong Lions Junior Football Club & Gerringong Women's Hockey Club, & the Coffee Truck.





I will speak with you again & hope to see you & your club members if not before then in February 2018.

Kind regards,

Keith Watson
on behalf of the Lions Club of Gerringong



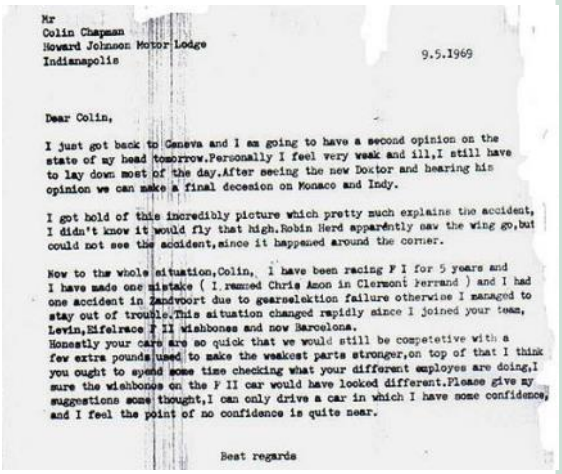
ANSWER TO LAST MONTHS "NOW WHO SAID THAT?"



Evan Jones was first to correctly get last months quote. It was from a letter Jochen Rindt wrote to Colin Chapman after his terrible accident at the 1969 Spanish Grand Prix. In this race the high wings had catastrophic failures on both the Lotuses of Graham Hill and Jochen Rindt. Hill crashing first and Rindt in exactly the same spot and ended crashing into the wreck of Grahams car. Jochen had only recently and somewhat reluctantly signed with Lotus. Initially he was going with Brabham but Lotus clearly had the quicker (if less reliable) cars. Rindt is reported to have said "At Lotus, I can either be world champion or die" A sadly prophetic statement as he was to be awarded the 1970 World Championship posthumously after his death in practice at the Italian GP



Rindt reading about his crash in the Spanish GP the next day from his hospital bed. Right, the original letter to Colin Chapman



Mr
Colin Chapman
Howard Johnson Motor Lodge
Indianapolis

9.5.1969

Dear Colin,

I just got back to Geneva and I am going to have a second opinion on the state of my head tomorrow.Personally I feel very weak and ill,I still have to lay down most of the day.After seeing the new Doctor and hearing his opinion we can make a final decesion on Monaco and Indy.

I got hold of this incredibly picture which pretty much explains the accident, I didn't know it would fly that high.Robin Herd apparently saw the wing go,but could not see the accident,since it happened around the corner.

Now to the whole situation,Colin, I have been racing F I for 5 years and I have made one mistake (I remmed Chris Amon in Clermont Ferrand) and I had one accident in Zandvoort due to gearselektion failure otherwise I managed to stay out of trouble.This situation changed rapidly since I joined your team, Levin,Hifelrace F II wishbones and now Barcelona.
Honestly your cars are so quick that we would still be competetive with a few extra pounds used to make the weakest parts stronger,on top of that I think you ought to spend some time checking what your different employes are doing,I sure the wishbones on the F II car would have looked different.Please give my suggestions some thought,I can only drive a car in which I have some confidence, and I feel the point of no confidence is quite near.

Best regards

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, :

"I am delighted with that judgment, which is devastating for the *News of the World*. It demonstrates that their Nazi lie was completely invented and had no justification."

Answers to Tom Devitt at t.devitt@bigpond.com

Winner announced next month

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

REGISTRATIONS OPEN FOR APRIL 2017 LOTUS ONLY TRACK DAY AT WINTON



Simply Sports Cars have opened registration for their first Lotus Only Track Day of 2017. The event will be held at Winton Raceway in Victoria on Monday the 24th of April, coinciding with the last day of LOTUS 2017.

Registrations are available on the Simply Sports Cars website, The goal is to fill Winton with Lotus cars of every speed, shape and size and put on a fun day at the track for all. Part of the LOTUS 2017 weekend, the LOTD is sure to attract some interesting cars and a few good mates to go driving with.

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

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

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

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

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

Image thanks to Paul D'Ambra

Mark Webber, Honoured with an Officer of the Order of Australia at the recent Australia Day awards

Former Formula One driver Mark Webber was made an Officer of the Order of Australia in the recent Australia Day awards. He merited this for his distinguished service to motor sport as a competitor and ambassador and to the community for a variety of charitable endeavours.



Mark Webber as a driver for red Bull in their glory days

Webber had an acclaimed Formula One career, winning nine races and finishing third in the World Championship three times. After moving to the World Endurance Championships, he was crowned World Champion in 2015, before retiring in 2016.

Webber has worked hard to develop motor sport in Australia, mentoring current F1 racer Daniel Ricciardo and establishing a fund to support emerging drivers.



The Six Hours of Bahrain.

Webber was given the honour of driving the final stint in Porsche No. 1, greeting the chequered flag in the final race of his decorated racing career.

He has also been involved in a number of charity projects, with the Mark Webber Foundation raising more than one million dollars for organisations including the Leukaemia Foundation and Save the Tasmanian Devils Foundation.

Speaking in November ahead of his retirement, Webber urged Australians to get behind the next generation of race car drivers.

"Generally the support from Australia is extremely difficult for young drivers," he said. "We need people to share the same vision as the drivers and then we've got half a chance to have this talent progressing through."

The beginning of Esprit VQ

Geoff Winder takes us on his amazing journey to cerate and esprit VQ

Chapter 2 Gearbox and Mounts

The post 87 Esprits use a Renault UN1 gearbox. Considering, in race tune, the VQ engine will be capable of over 500N-m, I was concerned about the fragility and rarity of the Renault box. I was going to have to adapt whatever box I used, to the Nissan engine and I thought it would be a good time to look at alternatives. The Ford GT40 replica guys have, for a long time, pondered the problem of a suitable cost effective transaxle and it looks like the Audi 01E box would be my best option. (another idea)). This box came from a 2.5TDI Audi A8. The ratios are not what you would call close, ratio 5th and 6th are for country cruising..



Here is my Audi box sitting next to the standard Lotus/Renault Box (with Lotus bell housing removed and a Renault installed

Problem is that when I installed the gearbox in the correct place for the drive shafts to be aligned (as shown above), the engine is placed a long way back (it can come 150mm further forward without hitting the fire-



Gearbox aligned to have the drive shafts centred.



wall). Not optimal for weight distribution and hard to use the standard engine mounts.



As you can see in the picture on the right the engine mount positions are 130mm apart. Whilst it would be possible to mount the engine here it would be much neater to have the weight pushed as far forward as possible.

A rather radical gearbox adapter was the solution. Start with the Nissan auto bell housing, cut it and machine on my rather underweight milling machine.

I had the plate side of the adaptor surface ground to ensure it is perfectly parallel with the standard Nissan mount side.

Engine mounts almost line up now, the rear hole on the



This was how I achieved a rough alignment. The 20mm shaft passes through the plate and into the spigot bearing in the crank shaft.



Wow it looks like a drive train. Still no flywheel or clutch..

chassis now lined up with the Nissan mount.

As I am using an Audi transaxle I decided to use Audi S4 engine and gearbox mounts as they would be matched

Seems to work. Whilst the some of the mount adaptor is cantilevered, the centre of the mount is placed directly



Remember that little milling machine... Well it is earning it keep. Solid billet of aluminium to get the correct angle for the engine mounts.



This is a input shaft extension I had made.

above the rear engine mount bolt hole in the Esprit chassis. This an extremely strong point.

Final alignment. I was really worried about getting this right, but in the end it was quite easy. Bolt up the auto bell housing tight and the Audi box just snug to the adaptor. Then with the aid of a little camera, watch a dial gauge attached to the crank turn around the gearbox input shaft. A little tap on each side of the gearbox to fix any runout, job done. Then drill and install dowels in the adaptor plate to ensure it goes back where it is supposed to when taken apart.



Peter Eppel sends us some great shots from a recent Europa day out

A small group of Europa owners (Chris Reid, Graham Burton, Bob Jarman and myself) had lunch at Mooney Mooney on Saturday.

As we 'fanged' back up the hill, Chris who was in my passenger seat, took the attached photos (with phone).

The one alongside is almost 'arty' with my hands and steering wheel reflected in the raindrops on the windscreen.

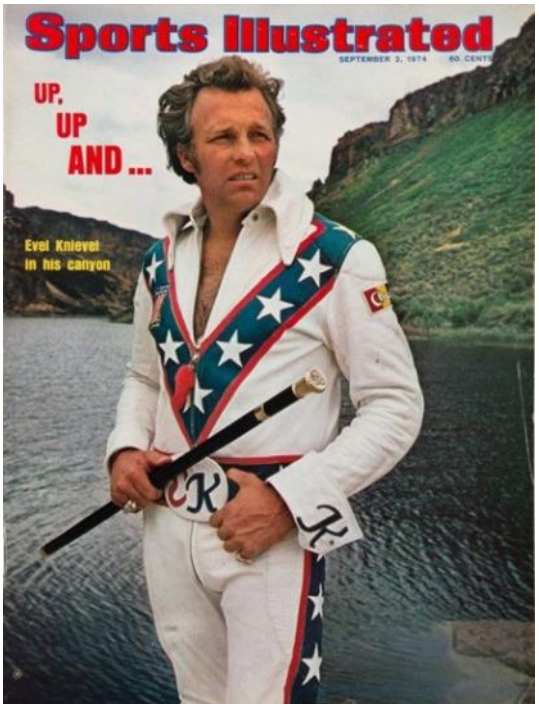






It doesn't always have to be about Lotus, does it!!?

Evel Knievel's Stick and Suit auction



Evel Knievel's famous diamond-Studded walking stick with hidden liquor compartment and his star-spangled jumpsuit the most identifiable relic of his larger-than-life persona, have gone up for auction in Dallas. The walking stick was Knievel's constant companion throughout most of his public life, held in his grip in just about any photograph in which his hands were not wrapped around the handlebars of his bog-standard Harley.

The walking stick served purposes both structural and pharmaceutical, each a necessity for a man for whom serious injury was the cost of doing business. While medical science was skilled in reassembling the jigsaw puzzle of Knievel's skeleton after his many bone-breaking crashes, pain was a constant companion . When not needed for support, the top of the stick could be unscrewed to reveal a hollow interior just large enough for liquor-laden glass flasks to help douse the flames of Knievel's angry pain, or to steady them before the next jump.

Knievel famously revealed the walking stick's secondary function to a national television audience during a February 1973 appearance on *The Tonight Show* with Johnny Carson, coincidentally filmed during the same visit to Los Angeles for the Coliseum fifty-car jump in which he wore the motorcycle leathers likewise presented in the auction. Making light of Carson's sidekick Ed McMahon's reputation for boozing, Knievel unscrews the top of the cane as he explains to Johnny, *"Well, it's for getting around, but I didn't want to come on the show and be second class, and since I heard that Ed was such a lush, I thought I'd bring him a little drink,"* handing him a corked glass flask of whiskey.

"A couple of canes of that," Carson quips, *"and I'll go over fifty cars myself!"*



The walking stick again makes a prominent national appearance on the cover of the September 2, 1974 of *Sports Illustrated* magazine, hyping the forthcoming Snake River Canyon jump that even Knievel himself doubted he would survive.

In that image you can see the diamond-studded top (3.90 carats in total), set into the gold-plated grip in the shape of a motorcyclist. An inch-wide collar just below, and the heel at the bottom of the shaft, are also gold-plated. The shaft itself is crafted from smooth black enamel, and contains three empty glass flasks with clear plastic caps, identical to the one handed to Ed McMahon.

At time of going to print I could not get the results of the Auction *Ed*

Welcome to Lotus 2017



LOTUS 2017 Now Taking Bookings!!

After much anticipation, the Victoria Lotus community have finally opened the door to registrations for next years' biennial gathering of Lotus enthusiasts from around Australia.
As mentioned previously we are basing the gathering at Beechworth in the north east of our state and for those who have been there previously will attest it is home to some of the best autumn colours, food, wine and roads you can access in our state. For those who have not been there yet, what better excuse can we offer than to share the weekend with other Lotus enthusiasts and see if what I've just said is justified!
To book your place at Lotus 2017 go to the web site, www.lotus2017.com setup an account and register for the event
The entry fee has been set at $500 each and this covers the following;

- The welcome BBQ on the Saturday night,
- Lunch and dinner on Sunday,
- The gala dinner on Monday evening,
- All bus transport to and from dinner venues (and the trip to Rutherglen on Monday for those who wish to relax rather than race), and
- The memorabilia that promises to become collectables within the Lotus community from next ANZAC weekend onward.

Race version of the Exige Sport 380

The following release from the Lotus UK Headquarters



Unapologetic, uncompromising and built to win, Lotus has announced the development of the mighty Exige Race 380 - the track-only sibling of what has been hailed as one of the marque's most significant and sensational cars, the critically acclaimed Exige Sport 380.

Combining Lotus' vehicle development skills with its motorsport pedigree, the class-leading competition car will set the pace when the first production cars reach owners in May 2017. As part of the current Exige's development cycle, the Race 380 will become the race car of choice for teams as well as privateers for the 2017 / 2018 season.

Taking one of the world's best supercars, the Exige Sport 380, the new model provides the ultimate in race-bred engineering and comes with a host of competition-focused components as standard.

Gearbox, suspension, aerodynamics and electrical systems are among the items that have been modified to reflect the car's role but, despite the fact that the new Race model is not available in a road-legal specification, the majority of the original car's configuration is retained, thanks to the Exige Sport 380's highly advanced development.

Unveiled late last year, the Lotus Exige Sport 380 has proved to be one of Lotus' most successful new models in recent years, with orders for the next four months' production already allocated.

Jean-Marc Gales, CEO of Group Lotus plc, commented: "The Lotus Exige Sport 380 is a real giant slayer on the road, and one of the quickest A to B supercars around. It gave us the ideal platform from which to develop the new Exige Race 380 - a peerless competition car designed to beat the best. By setting its weight below 1000kg, its power to weight is unsurpassed in its class. When lapping Hethel, it's a phenomenal 1.5 seconds faster than the previous Exige Cup R - a massive performance gain. It's an unparalleled race car that follows the philosophy of Colin Chapman and we can't wait for customers to experience its capabilities."



The Lotus Exige Race 380 in more detail

In keeping with its name, the new Exige Race 380 includes a wide range of competition-orientated options as standard, covering everything from drivetrain to

driver information system – all designed to increase the car's capabilities. Developed to be eligible for the world-wide Lotus Cup series and a number of clubman championships, this race car is every inch a winner.

Retaining the race-proven 3.5-litre supercharged V6 engine, the Exige Race 380 boasts 375 hp at 6,700 rpm and 410 Nm (302 lbft) of torque at 5,000 rpm. However, in order to extract every ounce of performance, the car comes with an Xtrac 6-speed sequential transmission, oil cooler, and cassette-type plate limited slip differential, and is operated by carbon paddles located behind the steering wheel. Opting for the full exhaust system in titanium removes a further 10 kg from beyond the rear axle. Extremely quick off the line, the Exige Race 380 sprints from 0-60 in just 3.2 secs, and laps the Hethel track in an outstanding 1 minute 23.5 seconds - the fastest ever for an Exige.



Generating even more downforce from the car's aerodynamics, the Race 380 produces a phenomenal 240 kg at 170 mph, thanks to some careful revisions. Vents are incorporated into the front bodywork and rear bumper to reduce pressure around the wheels and increase downforce; and a grille mounted at the rear aids air circulation through the engine bay. A new front splitter reduces pressure beneath the Exige, whilst the rear diffuser and larger and a straight-cut motorsport rear wing mounted to the bodywork helps modify airflow at the rear of the car.

Helping the Exige exploit its performance, the Race 380 employs Michelin Pilot Sport Cup 2 tyres as standard (wider 215/45 ZR17 at the front; 265/35 ZR18 at the rear), renowned for their predictable handling and high grip, which are complemented by the car's ultra-lightweight forged alloy wheels. The same attention to detail has been applied to the brakes, with AP Racing forged, four-piston callipers and grooved two-piece brake disc providing the stopping power.

The Exige has long set the benchmark for handling and, to ensure it remains perfectly poised and agile, the Race 380 uses a revised suspension configuration, incorporating 2-way adjustable Öhlins dampers and adjustable front and rear anti-roll bars. This, together with the Lotus Traction Control System, where the amount of wheel slip can be adjusted by the driver from the cockpit, allows owners to fine tune the vehicle's handling characteristics.

The Exige Race 380 features a full, integrated roll cage, lightweight FIA Carbon driver seat (HANS compatible) and a six-point harness, as well as ultra-lightweight polycarbonate side windows, competition specification fire extinguisher, battery isolator and front and rear motorsport towing eyes. An ultra-lightweight carbon fibre motorsport specific louvered tailgate panel is fitted over the engine and carbon fibre air intake pods are fitted to either side of the car forward of the rear wheels. As with other race cars in the Lotus range, headlamps are replaced by matt black covers and airbags are not included in the specification.

Helping the driver stay on pace, the new Exige Race 380's colour TFT instrument cluster offers numerous user customisable and programmable screen configurations. Incorporating a track data logger and GPS unit, owners have the opportunity to upgrade this logger with professional data analysis software.

As well as being designed to win, the Exige Race 380 looks exceptional and retains many of the hand-made carbon-fibre components from the Exige Sport 380 including the front inspection cover, hard top and diffuser surround.

Photos from Carnivale Parramatta 26/1/17 thanks to Evan Jones







Ed Holly sent us this picture recently of Elite No 1405 that he is restoring.

Ed reports, "A bit of a mile-stone today, 1405 is back on her wheels first time since being pulled apart in November 2009. The tyres are from the Eleven when John (Partridge) last raced it back in the early 70's and they scratch the concrete – but good enough to push her around on !"

14th November 2016

LOTUS ELITE DIAMOND JUBILEE

AUGUST 12 13, 2017

Folks,

The initial response to our 60th party has been wonderful, with 45 people already booked in for the accommodation - with many of them staying 2 and 3 nights! And I am pleased to say that they are coming from all over Australia, New Zealand and America. It is certainly shaping up to being a fun weekend and I certainly would not leave your decision about booking to the last minute as you may well miss out. Just to remind you of the rooms available:

- Deluxe queen room - $145
- Twin room - $165
- Deluxe alpha suite - $205

Don't send money, just advise me of your requirements to secure your booking.

This time around, rather than produce another lapel badge like the one we did for the 50th celebrations, I thought something more useful would be appropriate. To that end, I have negotiated with a shirt provider to produce a good quality special edition Diamond Jubilee polo shirt featuring the 60th badge. It will be embroidered, not printed.





They will be available in white or black and with gold/yellow piping.

All the usual sizes are available and I am confident of them being less than $35.

To help me with the yes/no decision, all I need to know now, is if you would like one - and if so, how many.

Our celebration dinner on the Saturday evening will be a three course affair and I will be asking for your attendance details closer to the event, Suffice to say it will be a memorable occasion.

More news at it comes to hand.

Cheers,
Brian


Time for a little adventure....
FROM THE
HIGHLANDS
TO THE
TABLELANDS
Only $460, covers all meals and accommodation for two people!
MOUNTAIN RALLY 2017
MittagongGoulburnYassGoulburnSutton Forest
Sat 27th & Sun 28th May
Easy navigation over great roads.
Overnight accommodation and scrumptious dinner in Yass.
Bookings at www.jaguar.org.au



AN INVITATION TO A MEMORIAL GATHERING FOR IAN CUMMINS

In many ways Ian Thomas Cummins was larger than life itself. Son, husband, father, grandfather, cousin, uncle, friend, businessman, curator, avid collector, motor racer, enthusiast, club patron, wine buff, a genuine good bloke – you name it, there were many, many facets to the life of Ian Cummins.

Many of Ian's Sydney based friends were regrettably unable to attend his memorial service and burial in Griffith last November. Accordingly, you are cordially invited to a belated informal memorial gathering to celebrate Ian's very interesting and rather complex life.

Date: **Saturday, 11 March 2017**

Time: **2.30pm – 6pm**

Venue: **Classic Car Garage, 33 Hilly Street, Mortlake**
(Top level, ex Classic Autocraft, Cummins Classic Cars)

Dress: **Casual**

For catering and refreshment purposes, please notify your acceptance by phoning texting or emailing one of the following by no later than 28 February 2017

RSVP to either:

Rick Marks: 0418686340 skid.marks@bigpond.com

Geoff Wheeler: 0414514283 geoffwheels@yahoo.com.au

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
March	Saturday, 11 March 2017	CLA CSCA Round 1	8.00am	Wakefield Park
	Saturday, 18 March 2017	FoSC	8.00am	SMP Druitt
	Sunday, 19 March 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 26 March 2017	Anne's No piss & wind scones	9.00am	310 Moreton park Rd Douglas Park
April	Sunday, 2 April 2017	MGCC CSCA Round 2	8.00am	SMP North
	Saturday, 8 April 2017	Lotus Lunch	12.30pm	TBA
	Sunday, 16 April 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Saturday, 22 April 2017	Lotus 2017	All day	Beechworth Victoria
	Sunday, 23 April 2017	Lotus 2017	All day	Beechworth Victoria
	Monday, 24 April 2017	Lotus 2017	All day	Beechworth Victoria
May	Saturday, 13 May 2017	JDC CSCA Round 3	8.00am	SMP North
	Wednesday, 17 May 2017	CLA Monthly Meeting	6.00pm	TBA
	Saturday, 20 May 2017	FoSC	8.00am	Wakefield Park
	Sunday, 21 May 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 21 May 2017	FoSC	8.00am	Wakefield Park
	Saturday, 27 May 2017	JDC Highlands to Tablelands	all day	Goulburn
	Sunday, 28 May 2017	JDC Highlands to Tablelands	all day	Goulburn
June				
	Saturday, 17 June 2017	Lotus Lunch		TBA
	Sunday, 18 June 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 21 June 2017	CLA Monthly Meeting	6.00pm	TBA
July	Saturday, 1 July 2017	AHOC CSCA Round 4	8.00am	Wakefield Park
	Sunday, 16 July 2017	Tyre Kick & Coffee and GM	9.00am	Gough Whitlam Park Tempe
	Wednesday, 19 July 2017	CLA Monthly Meeting	6.00pm	TBA
	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
	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
March	Monday, 6 March 2017	Go Karting		Cockburn (tbc)
	Monday, 13 March 2017	BOAB Meet n Eat	6.00pm	BOAB
	Thursday, 16 March 2017	***Round 3 Sprint Championship***		Collie (SES)
	Sunday, 26 March 2017	EMR	8.00am	Guildford
April	Monday, 10 April 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 16 April 2017	EMR	8.00am	Guildford
	Friday, 21 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 22 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Sunday, 23 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Monday, 24 April 2017	Lotus 2017	8.00am	Beechworth Vic
	Saturday, 29 April 2017	Jacks Hill Climb	8.00am	SES
May	Monday, 8 May 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 21 May 2017	EMR (gingin All British Car Show	8.00am	Guildford
June	Monday, 12 June 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 18 June 2017	EMR	8.00am	Guildford
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 lease / Rent

Workshop/Car Storage for Lease/Rent – Sydney/Hills District



Large (45 sq.m) colourbond shed - 7.5m x 6m approx. available for medium/long term rent for non-commercial use.

Secure and lockable - very safe located right next to my house

Rollerdoors at both ends - flat paved driveway access

Lots of lighting and power - **incl. 3 phase power**

Perfect for storage for a couple of Loti ... or set up as a workshop and build/restore that car you always wanted to but never had the space.

Located at Glenorie 2157, less than an hour from Sydney CBD.

$200 a week.

Prefer CLA member,

Call Andrew 0410 963 440

For Sale



FOR SALE - to make way for an Evora

Anne Blackwood 's 1968 S4 DHC Elan.

$45,000

For full details :

Tel. 0413 221 123

anne_blackwood@hotmail.com

Wanted

Wanted Lotus Europa prefer basket case S1 or S2 without engine, rusty chassis don't care,

Like I need a another project but what else do you do when you are retired.

If you Have a challenge for me please phone

Graeme 0425208775



Well maybe not quite this bad!!

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