May 2016

Chunky's Chatter



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



Inside this issue

- Mike Basquil tells us about updated standards for racing apparel
- We have a look at Ed Holly's Lotus 7 restoration
- John Wilson recalls a race with newcomer Emerson Fittapaldi
- Anne Blackwood has her own Kardashian story

Club Lotus Australia
May 2016

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

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

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Cover Photo Roger Ealand in his formula junior Lotus 18

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 all, sorry this is a bit late but all in a good cause....I just got back from the first SSC Lotus Only Track Day held on Saturday 30th April) - and what a fantastic day it was.

If you haven't been to one, you really should! There's something for everyone - Race,Sprint or Drive - wives children and pets are welcome (OK, I made up the bit about pets), and the day is brilliantly organised and run by Mark O'Connor and the team at Race Solutions.

We had 75 Lotus cars on the track on Saturday.

And not a single accident.

A couple of "failed to proceed" moments but that was it.

And the weather was spectacular.

Did I mention you missed a blinding day if you weren't there? To be fair a lot of you were, and it was, as always as much the social time as the track time that made the day so good. So come along to the June one - I look forward to seeing you there.

Oh, and a small announcement by Lee nearly slipped through unnoticed; SSC and Lotus Cars will shortly be announcing that SSC is taking on the distributorship for the factory for Australia. This is fantastic news for Lotus, SSC, and all of us who enjoy these cars, so huge congratulations to Lee and the team.

By stark contrast to last Saturday, we have an issue with attendance at our monthly meetings which Tom is covering elsewhere. Clearly, if we can get 75 people to drive to Goulburn but only four to go to a Wednesday night, something needs to change. See Tom's note, and let us have your thoughts. In the meantime May's General Meeting is not going ahead as we don't have a venue agreed.

For what it's worth I think the monthly mid-week event has possibly run its course but I will leave that for you to decide. Please write and tell us your thoughts.

This Sunday (May 8th, also Mother's Day!) we have a drive day to the Hunter Valley with the added bonus of music in Peter Ross' paddock - if you didn't see the previous note, have a look here: http://www.clublotus.com.au/2016/04/bring-your-mums-along-to-our-may-8th-drive-day-to-the-paddock-sessions/

Otherwise, thank you to all those who responded to my provocative comment about historic racing; clearly you feel strongly, for which I am grateful since I for one would like to see it continue!

On which subject, to date we have seven Lotus Elevens coming to Retro Racefest at SMP over the June 11-12 weekend - given this is 2.5% of the global Eleven population, please come along and say hello!

In the meantime, if anyone is financially minded and willing to join the committee as our Treasurer, please stick up your hand! Kris has decided (quite understandably) that putting up with me for 8 years is more than most people get for murder, so has decided to hang up whatever it is that finance-types hang up. Our undying gratitude is due to Kris for all she has done to organise and run our finances so successfully, but now it's your turn (yes, I'm looking at you !)

Do get in touch if you'd like to join a truly awesome committee and have some fun while also doing something for which we will all be most grateful.

On that note, keep safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Richard Glover's column in Spectrum a couple of weeks ago pulled me up a bit short. In it he speaks of what technology and scientists have in store for us. There is the clothes that won't need washing, the trip to the supermarket will become redundant as will newspapers and cooking. But the scary bit for Lotus owners is the driverless car.

For several times in the life of Lotus, egomaniacs, fools and outright lunatics have been trying, via bad or irresponsible management, to send the company broke. But somehow the guiding philosophy of its founder always dragged it from the ashes. Sadly, I have to predict that technology, via the driverless car will eventually mark the end of Lotus. Not by faulty management but by cutting-edge technology, the very trait that took the make to its proud position today.

A car that does all of the things our cars do will be of no use in the blancmange solution that awaits us. The driverless cars will look like pit bulls in a bucket, they will be as exciting as a 14 year old boy soprano from Dapto but they WILL be safe. Cars that handle like they're on rails, featherweight and responsive, simply will not have any purpose. Sure, for a time you will still be allowed to drive but as the accident rate for driverless vehicle plummets, the cost of insuring a human driven vehicle will skyrocket. Additionally as panel beaters disappear (sorry they have already gone haven't they!) repair shops and the like will also go the way of the milkman, the watch repairer, street directories and the White Pages.

And to finish off with the words of Mr Glover "And of course in some distant place…car drivers will meet – illegally, secretly radically – in order to prove that human beings can still brake, overtake and occasionally reverse park. The police will hunt them with zeal but they will persist!"

Now at the risk of being de-friended on Facebook I would like to raise the matter of our monthly meetings. Firstly I think the title 'meeting' is fast becoming a misnomer. With our CLA website, Social media and this newsletter, the need to get together to exchange and inform of upcoming and past events, is perhaps now becoming a little redundant. Certainly in days gone by it was the only way to find out what was happening or likely to happen. Additionally it gave us the opportunity to bend someone's ear for their advice or counsel (Insert Owen Wuillermin here). Moreover, after meetings, the car-park at Sydney Rowers was a frenzy of deals and swaps with a sea of open boot lids the pop-up shops of the evening.

With low numbers of members now attending the monthly meetings it is perhaps time to appeal to members as to what you would like. My feeling is that we have a healthy roll up to social and competitive events so perhaps we should limit the number of evening meetings to 4 or 5 per year.

The AGM, an evening at SSC (if they will have us) and a couple of social/bistro/clubby type venues, perhaps a shed and of course the Christmas party.

Readers will notice that Ashton's PP in last month's newsletter provoked a response so let's hear from everyone who has an opinion. It doesn't have to be a big rave, even a couple of lines is fine. Shoot it off to me at t.devitt@bigpond.com and tell me if it is OK to publish and to use your name.

Tom



From the Track

with Mike Basquil

2016 CSCA April Report

April is the month where there is no event to attend but lots are still happening, bit like a duck on a pond all calm and collected on the surface all business below the waterline. Our next event is hosted by Jaguar and is well supported with 99 Entries at present but as always there will be a few drop offs closer to the date so if you are keen to run get an entry in ASAP. The way the calendar worked out from May there is a CSCA event every month till the final event in September so the second half of the year will be busy so now is the time to get all those little things done, experience tells us skimping on the preparation only leads to a shorten competition day.

To keep us all interested and supply our need for track time Simply Sports Cars have put on another of there very popular Lotus Only Track days at Wakefield Park and once again it is fully subscribed, with good reason these days are extremely well run with fun the major objective. I have no doubt there will be a report somewhere else in the magazine along with copious fantastic photos. It is probably worth noting in your diary that SSC will be holding another Lotus Only Day at Winton on the 29th October. This will be after our Series is completed; Winton has just been resurfaced to make the drive down a bit more attractive providing a new experience for those attending from NSW.

The Austin Healey Event round 4 of our Series is all prepared and entries will open on Monday 16th May via the AASA MME website. This event is most attractive to interstate entrants as the Sunday is the All British event that doubles as Round 3 MRA. As an added bonus SSC are holding another of there Lotus Only days on the Friday enabling our interstate members to have 3 days of competition all within our usual friendly atmosphere, makes June a busy month with lots of choices to get out on track. I expect we will have a full field so make this one down in your dairy first entered (and paid) best dressed.

The remaining CSCA dates are:

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

The Australian Supersprint Championships were held at Winton Motor Raceway Benalla over the weekend of the 23rd & 24th April the ANZAC Day weekend hosted by the MSCA. NSW was represented by 31 runners and all did well with lots of smiling faces were about. The new track surface meant that there were lots of personal best times set over the weekend despite the usual stoppages for oil on circuit which frustrated most competitors. There is much to be learned form these events in the way they are run and administered, we have come to expect that the method we have developed is best, and it always good to compare with other states to see if they are achieving a better result in giving better value for the dollars spent. The MSCA combined their Round 3 which incorporates regularity, and the Australian Championships so a jam packed program. MSCA runs 15 minutes sessions which suits our little cars, but guys in high powered Commodores and similar were struggling but good times were had by all. After it was all complete lots of the interstate runners discovered that if I entered in another class that they thought they might not be eligible for they would have yielded a much better result, a failing of the published Regulations that won't catch us again.

What this demonstrates is the need for a consistent set of Class Regulations for State and National Events; to that end the CAMS Australian Motor Sport Commission is working towards Regulations to cover all speed Events; Hill climbs, Supersprints and Lap Dashes, a daunting task but well worth the effort. If anyone would like to have some input the Commission's Minutes can be found on the CAMS website then drop me a line and I will put you in contact with the relevant commissioners.

Another issue that may have slipped under the Radar is Schedule D which covers apparel at Speed Events has been updated. As we are all aware Safety Standards are always open for review, hence that at any incident there are always reports to fill in and be lodged with the permitting body – these are reviewed world wide and the Safety Standard affected is modified in an effort to ensure the highest level of safety is maintained. I would strongly recommend that anyone entering any Motorsport Event consult this schedule BEFORE purchasing any equipment. The benefits of this are several fold – my advice is but the highest standard you can afford for your discipline fit and comfort is paramount especially helmets and frontal head restraints; Correct installation is vital for the equipment to work as intended, follow the manufactures advice to the letter. Another added benefit of the Standards being updated is some equipment on sale will be become invalid after particular dates so bargains will be there for the asking be sure the equipment you purchase has the correct standards for your usage or better. The temptation in today's market place is to buy online at a much better price and/or a wider range of choice, the disadvantage is you cant try it on; see if it will fit in your vehi-

cle etc. the local suppliers will be aware of this so always ask for a deal. It is pleasing to note that the incidents we have had in CSCA recently drivers had all the safety equipment available cars got damaged drivers didn't. The old adage if you have a $2 head buy a $2 helmet is so true – no one has a $2 head!

See you at the Track,

Mike Basquil

Tyre Kick and Coffee Sunday 17th April

Sunday, the 17th of April, marked the third Sunday of the month and thus our morning to meet up for a coffee and a catch up! This shot from the morning come thanks to Ashton Roskill.

Thanks to Daniel and John (and Layla), George, Ken, Rob and Grahame for getting out of bed earlier on Sunday than might be normal to join us for a lovely catch-up.

Our monthly Tyre Kick & Coffee is held on the third Sunday of each month, when we gather in Gough Whitlam Park in Tempe to enjoy each other's company over a morning coffee and some tyre kicking. The next one will be held on the 15th of May.



Vale Roger Ealand

By Allan Conway

On 22 March 2016 Roger's battle with illness ended. As the family advised, it ended "in love, at peace and at home, as he wanted". A very fitting, if premature, end to a life well lived.



Roger Ealand

Most Lotus Club members know Roger as the passionate driver of that orange Lotus 18 with the gold or chequered nose that has been seen on almost every race track in Australia. But, there was far more to this man – he was also husband, father, grandfather, brother, in-law, race car restorer, boat builder, sailor, home builder, businessman and community leader – all undertaken with that same passion.

His motorsport career spanned 50 years and almost all types of race cars from an MGTC beginning through to a McLaren F5000, but also crossing over to be a successful rally driver winning numerous English titles and events, finishing second in a Monte Carlo rally (by 1 second!!) and finishing the 16,000 klm 1993 London to Sydney Marathon. I should mention here, his wonderful wife, navigator and partner in life, Margaret who has been with him, beside him and behind him every step of this adventure called life.

In recent years, Roger has been the President of the Australian Formula Junior Association (AFJA) and his usual passion has taken that association to new heights. The membership has grown and a number of cars are now competing that were previously only shown to dinner guests on Saturday night. AFJA members have travelled the world with their FJs racing in New Zealand, South Africa, USA and of course Europe largely after huge doses of 'Roger enthusiasm'. Also, whilst in this role he has taken to finding and restoring lost and unloved FJs and today there are at least three more FJs on Australian race tracks than there were when he began his quest.

The Lotus Club, motorsport and the community generally have lost a member that always gave 110% to any project in which he was involved. His way of greeting you and making you feel you were the most important person he had ever had anything to do with, also ensured you gave that same 110% to whatever it was he needed you to do. Part of that persuasion was his personality which was brighter than sunlight itself – he will be sadly missed.



Roger in his Lotus 18

To Margaret, Adam, Justin and their extended families we extend our condolences and sympathy and wish you well on what will no doubt be a difficult journey without such an enigmatic leader in your midst.

Club Lotus Australia and a Lotus Eleven spectacular at Sydney Retro Racefest

Sydney Retro Racefest is coming up this Queen's Birthday long weekend, over the 11th and 12th of June, and is set to be the event's biggest outing yet.

New South Wales' premiere historic race meeting will bring together a stunning collection of historic racing machinery for a packed weekend of racing. It will be headlined by the Group C and A historic touring cars of the Heritage Touring Cars series, but we're planning to make our own mark on the event with some extremely lovely Lotuses.

Chief amongst them will be what's sure to be the biggest gathering of Lotus Elevens ever seen in Australia. Through a great deal of hard work and persistence, and no shortage of charisma, Club President Ashton Roskill has inspired an impressive percentage of Antipodean Eleven owners to get involved and take part in the event.

The Elevens will be featured in a display and several will be taking part in Regularity events throughout the weekend.

Joining them will be Dan Bando, who'll be ringing the neck of his beautiful Lotus 51 in the Formula Ford races, and Michael Henderson.

The event will run over the 11th and 12th of June and feature sports and racing cars from half a century of motorsport history. Everything from the aforementioned Heritage Touring Cars series to the earth shattering Formula 5000s, a few Formula 1 gems, Formula Fords and Vees, Q & R sports race cars and the classic sports cars of Group S and muscle of Group N will hit the track and race like it's somewhere between 1950 and 1999.

And the best part is, thanks to historic racing's good nature, it'll feature a chilled out atmosphere and offer great access to the cars and the women and men who look after and race them.

If you have a historic sports or racing car and are interested in entering, entry is open through MEECAMS.

And if you'd like to come along to check out the action, spectator passes are available through the Sydney Motorsport Park website, and will also be available at the track on both days. Entry for kids under 12 is free.

Put the 11th and 12th of June in your diary, and head out to Sydney Motorsport Park to join us!

Seth Reinhardt



Ed Holly's Latest Project nears completion

Text and pictures courtesy of Ed

Inflicted with that typical male trait of only being able to focus on one project at a time, this Series 2 Seven has gone from a restoration project to almost there in just 12 months. Hoping to have it finished by the end of April so I can concentrate on another passion, diesel powered model aircraft and engines for an event (the Oily Hand weekend) in August at Cowra.



John Sexton pushing the car onto a trailer, during the time he owned it

SB 1938 is recorded by Marc in his comprehensive Lotus competition file as having its first race with Ron Mason at Towac near Orange NSW on the 2nd February 1965 where it had a win in its first race. Mid 67 it went to Kel Munyard and a year later to John Sexton. By the time John sold the car in early 1970, the car had competed at Towac, Warwick Farm, Catalina, Oran Park, Bathurst and Amaroo Park. Except for wider wheels, aero screen and cycle guards, and mods to front suspension, the car remained fairly standard; however subsequent owners as a result of accidents and the quest to remain competitive started to modify things quite a bit. The bodywork was lowered, the rear of the car changed, all the suspension pickup points were changed to cater for a fully rose-jointed suspension front and back, even the engine was moved back some 12 inches using a shortened gearbox.



The 7 in its most modified form. Am I going crazy or is that a dog in the drivers seat?

The ownership trail after John was Alistair Brookman, Leigh Vine, Al Swindles, Steve Hooper, Bruce Dalziel, Steve Austin and finally back to Leigh Vine. The car's last recorded race was with Steve Austin at Surfers Paradise in November 1980. By this time the car was extensively modified which kept it competitive in the Sports 1300 Clubman class, no mean feat for a 16 year old car. The reason Leigh bought it back was to restore it back to the condition it was when he raced it, ie with rose jointed suspension and 1300 engine etc. He had just started the restoration when he passed away and the car remained with his wife. Many years later, it was then advertised in our Lotus and Clubman notes April 2015 issue by Leigh's brother Rolf for sale in Queensland along with a pho-

to of the car as it was in John Sexton's time. Unfortunately the car was nothing like the photo as I was to find out when I arrived with trailer in tow to bring it back to Sydney.



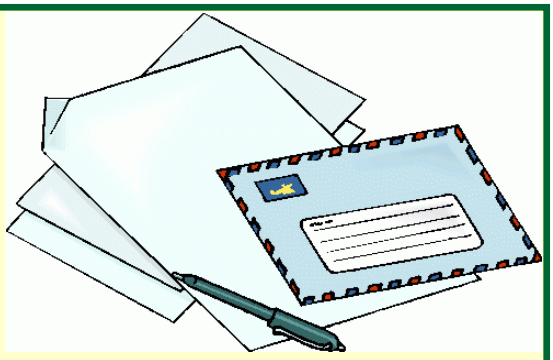
Above and below, the car nears completion in Ed's workshop



On getting the car back home, came the realisation that this was not going to be a simple restoration. Every pickup point was changed at the front deleting the original ones, many components were missing and those that were there needed a lot of help. However there were 4 guards and a nosecone, but of these only the nosecone could be used as it turned out. BUT and this was the important thing to me and the reason I bought the car, it was a real Series 2 Lotus Seven with a long history trail from very early 1965, it did have a wonderful and colourful racing history well documented by Marc Schagen and it was within my abilities to restore to an earlier time than what it had started down the restoration path to be with Leigh.

So the restoration started based around what the car would have been pretty early in its life, with original bodywork, original front suspension, a BMC based rear axle on original pickup points, back to a 1500 pre-crossflow engine in the original position, original height scuttle, standard wheels and an aero screen. Thankfully it appears that quite a bit of the original chassis remains and where things were added or removed did not impinge on the critical areas. The car pictured here is eleven and a half months of work and as anyone who had ever done a restoration job knows, it is the little things at the end that take a fair bit of time, well that amounts to 26 days from now to make it driveable, here's hoping I make it. After I get some model aircraft stuff out of my system it is back to finishing the Elite, which was about 20% there when rudely interrupted, but the interruption will be worth it driving it for the first time – can't wait.

Letters



Ashton's article in the April Newsletter triggered a couple of responses. Whilst one wished to remain anonymous, founding member Brian Caldersmith speaks from the heart with his contribution. If you have an opinion on this or any other matter relating to the club, please drop an email to t.devitt@bigpond.com

Anybody with little or no interest in historic motor racing needs to hand back their licence, resign their membership and pass their Lotus on to somebody who understands what the marque is all about.

Lotus is one of the very few car manufacturers that came about simply because of racing. It is not a company that 60 years down the track had some victories with people racing one of their sedans. It grew directly from club racing into full bore Formula One competition with outstanding results and its accomplishments and leadership in development forced changes in the rules. Its sports cars were also outstandingly successful with one model being banned because it was "too fast".

Historic racing today showcases many of those milestones and if you want to really comprehend and appreciate the family tree that produced your Elise or Evora you should be attending historic race meetings regularly.

When you have acquired the background knowledge about Lotus 25, ACBC, Lotus 18, Border Reivers, Lotus 23, Black badges, Indianapolis, Lotus 88, Jim Clark, and sundry other stuff and appreciate how it all went together to make the company what it is today, **then** you will understand what you are driving. Without that, you are not an enthusiast and you are simply just driving a nice car.

Consequently, failure to attend the historic race meeting in June at Sydney Motor Sport Park will be noted on your membership record.

Brian

A mothers Day concert, The Paddock Sessions

For those who remember Peter C Ross, more recently of cider-making fame and new-music support, Peter and Merryl are organising The Paddock Sessions in the field next to their house in the Hunter Valley on Sunday 8th May. Given this is also Mother's Day, the event is very Mother-friendly!
As well as being a great excuse for a day out in the car, the lineup is also amazing, particularly for those into the up-and-coming scene; we will be driving up on Sunday morning if anyone would like to keep us company
Meet in Barwon Park Road, St Peters, near Sydney Park at 8.30am for a prompt departure to get there for the first band at 11.30. Those wishing to come along just for the drive are of course most welcome, and you can break off in Wollombi for lunch!

Sunday 8th May from 11:30 am till 5:30 pm
Artists performing

Sal Kimber & the rollin' Wheel
Martha Marlow

Imogen Clark

John Flanagan

Vanishing Shapes



Imogen Clark

LIVE in a PRIVATE paddock.
Taer Angwidd Farm, Wollombi NSW.

Site is walking distance (1.21 km to the Wollombi township - Tavern, Cafe's , Wineries, General Store etc.)

Tickets https://www.stickytickets.com.au/35783/
Use PROMO CODE TA-PAL-88 for a discount.

All funds will distributed as follows:-

Site costs including insurance
Artists by an agreed pre-determined ratio up to a ceiling
Rural Fire Service

NOTE: NO PROFIT for the promoters will be taken.

On site Parking available: Max 100 cars / Tickets limit 500

BYO..plus some food & soft drink available
PM if you'd like to camp Saturday and/or Sunday

Ashton

PRODUCT REVIEW: MINTEX 1144 BRAKE PADS

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The Elise S1 is a light car, but also a quick one so choice of pads is very important. When I bought my 2000 Elise S1 2 years ago it was fitted with EBC Green Stuff pads which, to be frank, had as much pedal feel as hardwood and led to a couple of 'whoa!' moments as the car would not brake well when required and did in fact feel dangerous. After some online research, I chose the Mintex 1144 pads sourced from Finishline UK at a very respectable £100 + P&P* for a complete front and rear set.

Fitting on the Elise couldn't be easier, in fact the only tools required other than jack and axle stands was to remove and refit the wheel nuts and a caliper rewind tool! The R clips popped out of the pins very easily, the pins slid out without bother and the piston can be pushed back in with your thumbs on the front axle. On the rear, the piston needs to be turned as it's pushed in so a rewind tool is required.

Bedding in the pads was as usual, with progressively higher speed braking for a period of time. I was advised that in order to compact the pad material, at the end of the bedding in process one very high-speed stop was to be followed by keeping the brake pedal depressed as hard as possible for a couple of minutes. If this has made any difference, I don't know but there's no harm in doing it all the same!

Initial impressions of the pads was "night and day" over the EBC's with some real stopping power and wonderful pedal feel, as the non-servo assisted brakes of the Elise should have. They were noisy at first, even with the provided anti-squeal backing fitted, however this lasted around 250 miles and is now pretty much non-existent in daily use. The car has also been used on track and the brakes were outstanding around Goodwood offering plenty of confidence, zero fade and they didn't leave the wheels covered in brake dust as an added bonus. Now after a couple of thousand miles including a couple of sessions on track I'd be very happy to recommend these as an excellent brake pad, very well suited to the Elise and in fact having just bought another Elise, another S1 but this time a 111s I've had a set of these pads fitted before even picking the car up, I think they're that good.



As an alternative for the more track minded, Mintex offer an 1155 pad which have higher fade resistance but are marked as 'track-only', so use at your own risk on the public highway. In my experience of the 1144's, the Elise is light enough not to put enough temperature into the fluid to boil it and they are more than enough for fast road driving.

MEMORIES OF A WORLD CHAMPION

John Wilson recalls his time in Formula Ford and a race he will never forget

or in John's words 'In the 60's sex was safe and racing was dangerous!'

Flicking through the latest Motor Sport and reaching the tribute to Emerson Fittipaldi, I nearly fell off the chair to see the photo of Emmo and me in dicing Merlyns at Snetterton in 1969 – how many lifetimes ago was that race!

I guess I shouldn't have been surprised, because that was the day a major talent announced its arrival in Europe. The story of the race was recounted in Emerson's biography, where he couldn't remember who the other driver was.

Well, I remember, because it was me.

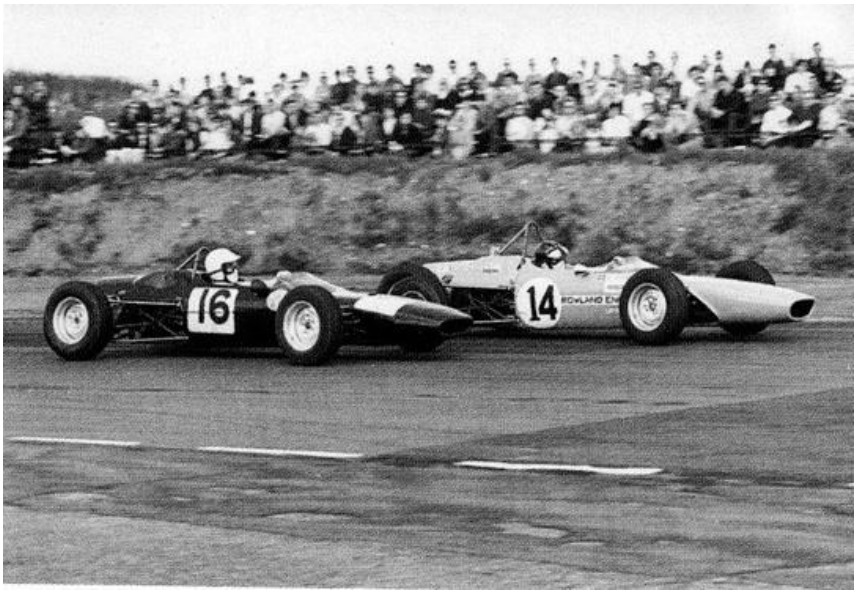
A couple of years earlier and unknown to my parents back in Australia, I had cashed in my return fare to go motor racing in England. I served an apprenticeship driving an E type Jaguar in the mod sports series, which was pretty exciting and very competitive with people like Pearce, Quick, Cowin, Schroeder and Lewis banging wheels, but Formula Ford arrived and the top drivers like Tim Schenken had leapt to stardom from the class.

If you were seriously ambitious in the late sixties, Formula Ford was the way to join the queue to a F1 berth, so gathering every penny I had, plus a few I hadn't, I managed to fund myself into a Merlyn Mk11A.

The little Merlin was like a toy after the brutality of the E types, which in those days still had lots of rubber in their suspensions and didn't necessarily go where they were pointed and I soon discovered that although the Formula Fords were supposed to have identical power plants, to make sure that every driver had the same chance, the reality was quite different.

There are not two engines ever built that put out exactly the same power and the factory drivers always get the best in any formula. A couple of extra horsepower in a featherweight chassis makes one big difference. Formula Ford specs mandated standard road car camshaft timing, strangely however, there were some very rorty sounds coming from some of the engines in the paddock and there were some cars that pulled relentlessly away from you on a clear straight. Very odd that.

Unlike the Jaguars, the FFs had so little power that the clue to driving one fast was simply not to lift off the accelerator unless you were going so fast that you were scrubbing off speed – the 'screamer 1000cc F3s were even worse, if you lifted off, it took ages for the revs to build up again. Like every other class of racing, whoever could keep their foot down longest while keeping the car neat, went fastest. It was just more pronounced in Formula Ford. It was also infuriating, because none of the hot-shotswould give an inch, especially as the pack headed for the first couple of corners; from memory, I got wiped out five meetings in a row on either the first or second corner of the first lap



Emerson Fittapaldi in Car 14 narrowly leads John Wilson

However the major surprise on driving the car was the tyres. The regulations said road tyres were to be used and Firestone F100s were everyone's choice. That sounded sensible, but there was an unintended consequence: until the tread was worn down to a virtual slick, the cars slid all over the place with no grip at all. Well-funded drivers had the treads skimmed off on a lathe, but we paupers just had to wear them down on the track.

Anyway, after a couple of races, I arrived at Snetterton with a now nicely sorted Merlyn to find a young Brazilian in the entry. The word was that he'd been Brazilian Formula V champion and had a big rap. In practice, my car started jumping out of gear, so I steered with one hand and held it in gear with the other. At the end of the session, the Brazilian was on pole and I was alongside in P2.

I couldn't fix the gear problem, so that's how I drove the race. Emerson out-dragged me to the first corner but I managed to shadow him down the straight, through the hairpin and caught him at the esses. The next corner was the very fast Corum curve and I slipped inside to take the lead.

Now, when you're driving a racing car, time is relative, you may be going quickly, but not relative to your competitors, so you've got plenty of time to observe them at work.

As Emerson and I went through the corner, both on our limits, I watched his beautifully graceful technique; he stroked the car along, it was like silk He was piling on every horsepower the Rowland engine produced, yet in that magical way only the very top drivers have, kept the car beautifully balanced so the engine power was forcing the car forwards with the minimum lost to the forces that try and throw it off the road.

Far from fighting the steering wheel, his hands were caressing.

I still remember thinking in those milliseconds, "Whoever you are, you are very, very good." My ageing eyes may be deceiving me, but I think the photo you published was at that very moment and you can actually see me looking across at Emmo, rather than where we were going.

In the end, Emerson won, I came second, still holding the gearstick and John Day who I think it was an ex- Lotus works driver came third.

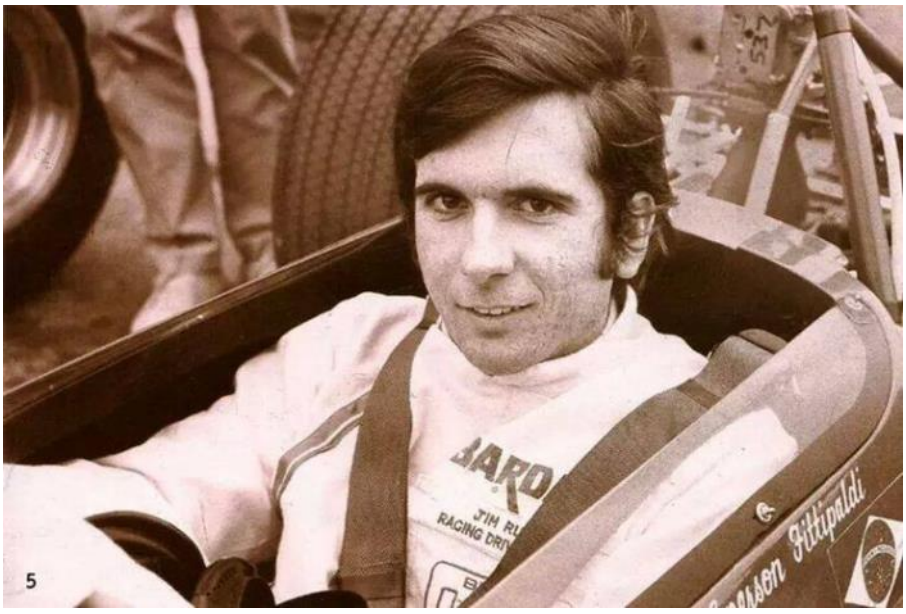
Over the next two years in Formula Ford and Formula3, I saw Emerson as his career rocketed. His car control was sublime, streets ahead of the next best and that included at least two future world champions.

Memories flood back: we were driving in F3 qualifying, Emerson was fastest. After the session, other drivers were asking their pit crews how he'd done it. The answer was he was going flat through a top gear corner and no-one else was. It was that silken car control again. Maximum power, maximum efficiency.

Most remarkable of all though, was that he was likeable and charming, a shy smile and friendly eyes. That may not sound a lot in normal life, but believe me, amongst the massive egos of an International Formula 3 grid, it was saintly.

I was almost right on that day in May 1969, Emerson Fittipaldi was a very, very good driver.

Except now, I would substitute the word 'great' for 'good'.



A very young Emerson Fittapaldi in 1968

First 2016 Lotus Lunch at the White Rock Bistro

Well, we were all expecting a sun-drenched afternoon with the sound of waves crashing on the beach, instead we were treated to torrential rain, minor flooding and inside-out umberllas

But did this dampen our spirits, not a bit!!

A great roll-up with great food and excellent conversation made for a fabulous afternoon

Saturday 23rd April, L to R Clockwise around the table,



Libby Reid, Trevor Simpson, Keith Edwards, Candy and Rob Costa, Annette and Peter McCrossin, Mavis & Brian Calder-smith, Tom & Donna Devitt Jynell & Bill Mair, Kerrie Simpson, Chris Reid.

Rob Costa seeks photos for the CLA 2017 Calendar



Hi, I'm Robert Costa and have taken on the challenge to create next years calendar. My theme is "People and their Lotuses" so am looking for photographs that depict the relationship between the owners and their cars. All photos considered though! The best resolution you can muster would be great. I'm only looking for 12 photos…how hard can that be :-) !! My mobile is 0417213042 to discuss or robert@southhouse.com.au . I'm sure we can organise a "dropbox" type drop off point for photos that can't be emailed."

Rob

THE KONTINUING KARDASHIAN KONNECTION



By Anne Blackwood

Recently Tom recounted his discovery of the Kardashian token son being a sock designer, to his shock and horror. I have my own Kardashian story to tell.

Shortly after The Incident I was looking fairly decimated which I guess was not unexpected. I decided I needed to perk myself up to give me confidence to deal with family and friends who would be looking to me and my family in the sad time of Maurice's death.



Kendall Kardashian pin up chick for Estee Lauder's new fragrance.

But get this, the name of the Senior VP for Estee Lauder who put her up to this is Karyn Khoury (Go figure!!)

I took myself off to our local David Jones and headed for the Estee Lauder counter. I felt pretty sure Estee would make long lasting face bog and waterproof mascara to get me through the coming weeks.

As I headed to the Estee Lauder counter I was confronted by a larger than life poster of a Kardashian and immediately turned on my heels, prepared to seek out a substitute face bog. Surprisingly, David Jones actually had some staff on the floor that day and I was approached by a really helpful assistant who asked if she could help. I explained what I was looking for but could not deal with a company who promoted a Kardashian. She sympathised and explained that yes, Estee Lauder did make what I wanted and that this was the best Kardashian of a sorry lot. I was then directed to a wonderful, caring assistant who treated me like a queen and said any time I felt down to come in and see her and she would give me a pampering session on the house. She also sold me the minimum amount of war paint to get me through.

See. Everybody has a Kardashian Konnection – some better than others.

Ànne Blackwood

Repair of my 1964 Lotus Elan.

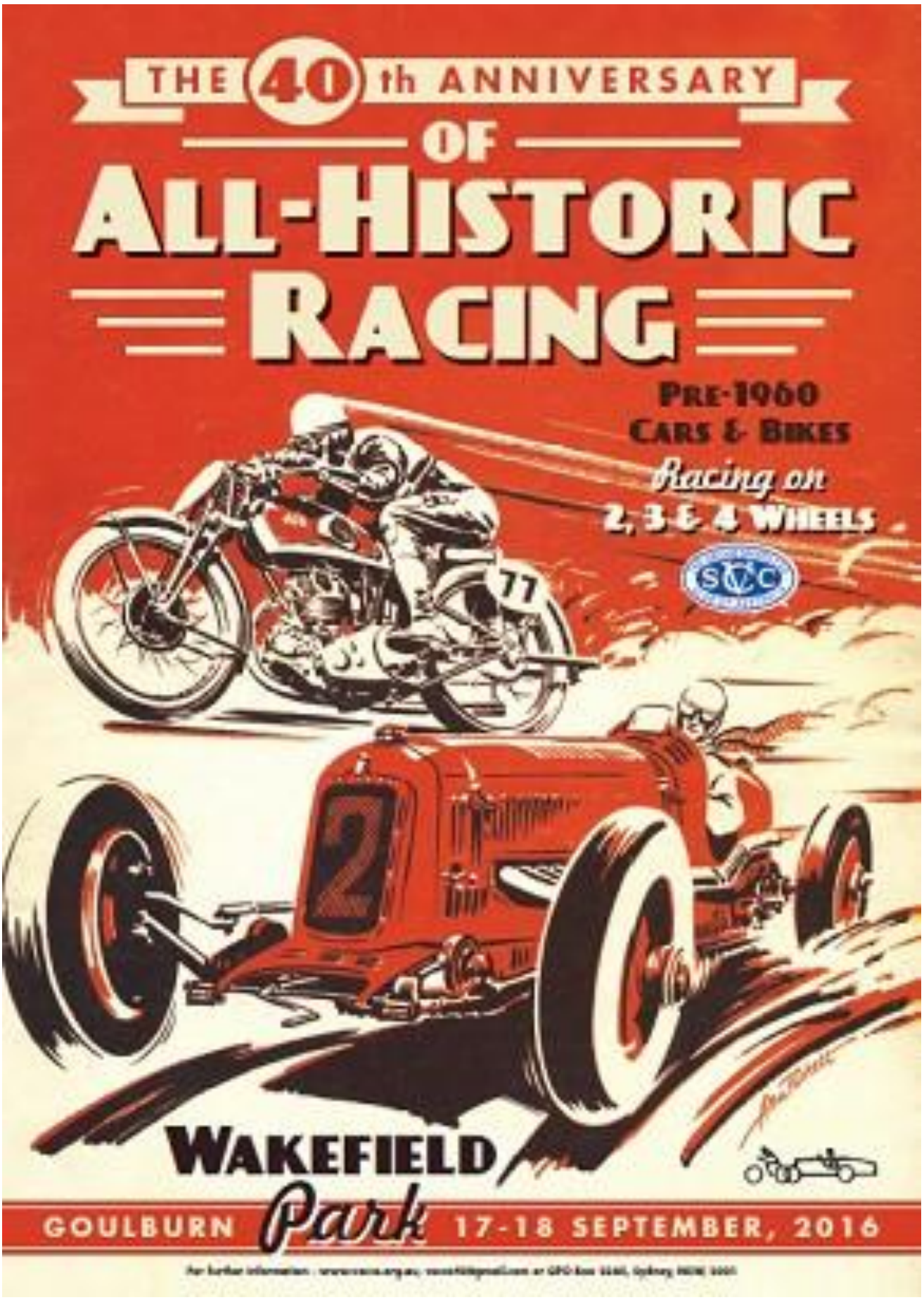
Ed holly tell us of a recent repair to his Faithfull old Elan

On the way home from the beach a couple of months ago, I was hit from behind whilst I was stationary at a set of traffic lights. The damage broke the rear bumper, the rear cross piece behind the boot, the flat area at the rear of the car and compressed the glass down the driver's side plus various other damage. Faced with the prospect of finding someone to repair the car I spoke to Peter Eppel who I know had his Europa repaired relatively recently. Peter said the repair was done by Simply Sports Cars, the Lotus dealers here in Sydney. So I got in touch with Lee there and arranged for the car to be inspected. I was able to keep driving the car as there was no mechanical damage, just bodywork. We discussed the repair and Lee and his team noticed some damage that wasn't obvious to me and arranged with Shannons to do the repair and to use a solid paint as the rest of the car was done this way. I had recently had the car professionally detailed and it was looking fantastic just before this happened.

I picked the car up on Tuesday 26th April, and I have to say it looks magnificent. Speaking to Lee and his team, there were some old repairs to deal with, which slowed the process down a little, but the end result is the car is certainly as good or if not better than before it was run into. I can tell you this was no mean feat to achieve this result. I write this to our Editor in the hope that Tom sees fit to print this note. Getting our fibreglass cars repaired is not an easy task, maybe when Elans and Europas were driven as daily commutes there were a number of places they could be taken, but these days it is not so easy. I have to say I have been totally satisfied by the guys at Simply Sports Cars and wish to thank them here, and indeed Shannons too to give me back my little Elan as good as I could have hoped for.



Ed Holly


THE 40th ANNIVERSARY
OF
ALL-HISTORIC
RACING
PRE-1960
CARS & BIKES
Racing on
2, 3 & 4 WHEELS
SVC
11
2
WAKEFIELD
GOULBURN Park 17-18 SEPTEMBER, 2016

CLA WA Diary 2016

Month	Day/Date	Event	Location
May-16			
	Sunday, 1 May 2016	WA Sprint C'Ship	
	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			
	Sunday, 12 June 2016	WA Sprint C'Ship	
	Monday, 13 June 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 19 June 2016	Early Morning Run	Guildford Rly carpark James St.
Jul-16			
	Sunday, 3 July 2016	WA Sprint C'Ship	
	Monday, 11 July 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 17 July 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 31 July 2016	Club Sprint Championship Rnd 4	RAC Driving Centre
Aug-16			
	Monday, 8 August 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 14 August 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 21 August 2016	Lotus Club Sprints	
Sep-16			
	Sunday, 11 September 2016	Club Sprint Championship Rnd 5	RAC Driving Centre
	Monday, 12 September 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 September 2016	WA Sprint C'Ship	
	Sunday, 18 September 2016	Early Morning Run	Guildford Rly carpark James St.
Oct-16			
	Monday, 10 October 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 16 October 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday, 23 October 2016	WA Sprint C'Ship	
	Sunday, 30 October 2016	Lotus Club Sprints	
Nov-16			
	Monday, 14 November 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 November 2016	Early Morning Run	Guildford Rly carpark James St.
Dec-16			
	Sunday, 4 December 2016	Christmas BBQ & EME	
	Monday, 12 December 2016	Meet n Eat 6.00pm	Boab Tree Kings Park

CLA NSW 2016 Diary

Month	Day/Date	Event	Location
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	None this month
	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

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



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

