May 2017



Chunky's Chatter

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



Inside this issue

- Eddie takes us to a Motorkhana & Vicky takes us to Edmondson
- Alastair and Miki take us to alpine Victoria
- We have a look at the newest from Lotus, the Exige Cuo 380

Club Lotus Australia
May 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.

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Cover Photo: Part of a press release from Lotus, this photo shows the interior of the Exige Cup 380. A race car drivable on the road.

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



Hello!, Well what an amazing effort Lotus owners have put in recently….

Of course two weeks ago was the biennial Lotus gathering, held by LCV in and around the beautiful setting of Beachworth and attended by comers from all over - WA and Queensland, as well as SA and NSW; the weekend involved, by all accounts, a fine array of Lotus cars, from Sevens all the way through to the most recent V6 Exiges and Evoras; thank you to everyone who supported this fantastic custom, and well done to all those who took away the lovely trophies from the track-day, kindly provided by Harrop Engineering. Thanks of course are also due to the other major sponsors of the event, Shannons and Lotus Cars Australia (aka Simply Sports Cars).

And then this week has been Targa Tasmania, proudly and very visibly sponsored by Lotus Cars Australia, following the inaugural sponsorship at Targa HIgh Country in November last year. Targa Tasmania is without doubt the high point of the tarmac rally season, and that makes it all the more impressive that Lotus took out two of the top three places in the GT Trophy - many congratulations to Jeff and Jarrod for their "first by a country mile" win (they were TEN MINUTES ahead of the second getters!) And in Third place, many congratulations too to Martin and Richard. Brilliant work guys - all the more so for the fairly average weather conditions.

I'm sorry that, due to work commitments, I was unable to join either of these events, but I have seen lots of lovely photographs and they all say the same thing - everyone was having a ball, which is just as it should be.

Speaking of which, there's a lot coming up in the next few weeks and months….

Of course there's the JAAAG round of the CSCA on 13th May at Eastern Creek - there are still some places, so all those slow coaches, there's still time; then there's the Mountain Rally coming up at the end of May, which unfortunately coincides with Historic Winton. Big decision as to which to participate in - take the Elan to the Mountain Rally, or take the Eleven to Winton….dilemmas dilemmas! Nice problem to have mind you.

Looking slightly further afield, we have the prospect of a truly huge gathering of Lotus cars from all over the world in August; Brian Caldersmith has been bevering away (around having major surgery) to develop a wonderful celebration of the Type 14 Elite which celebrates its Diamond Anniversary this year. Given there are a lot of other celebrations too, Brian has pulled together a great meet at the CMC's Shannon's Day, and Club Lotus has exclusive use of the South Circuit area; so we have room for 60 cars, around 30 of which are likely to be Elites coming from all over the world (literally, they are shipping in from the US, NZ, the UK) as well as all comers from the rest of the models; we are trying to get as many cars out of the woodwork as possible, so if you know someone who should get their car out more often, give them a shove. And come along yourself. If we need to buy more tickets, we are happy to do so, so don't let that be the limiting factor. CLA will be putting on a lunch BBQ on Sunday. And make a weekend of it by entering the Morgan round of the CSCA series the day before; then round it off by coming to dinner on the Saturday night. All in all, a great weekend to look forward to. More details from Brian elsewhere in here.

Lastly, I am quietly hoping to be a bit more visible as I have recently finished a rather gruelling two years with my former employer and joined the company who were previously my client. So hopefully it'll give me more time to get out and about, be more involved, and enjoy my cars a bit more. And having just recommissioned a 1958 Land Rover Series 2 I now have a period towcar for my Eleven! On top of that, having been accepted to run in the 2019 Peking to Paris, my co-pilot Giles Cooper (who many of you may know through Aussie Elises) and I have a couple of years to get the car (my Austin Healey 100/4) and ourselves fully match fit in time to drive for 36 days halfway around the world in aid of Beyond Blue (in Maurice's memory) and Cancer Council of Queensland (who Giles has to thank for his being able to join me on this madcap scheme). Wish us luck!

So, with that, I shall leave you to read the rest of Tom's magnificent creation, and I look forward to seeing you out and about.

In the meantime, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Well I thought I had everyone stumped with the last "Now who said that" but after 12 days, Anne Blackwood put me out of my misery with the correct answer of Sir John Whitmore. This months I hope is a bit easier. Anne also writes in this month with a lovely note about her childhood motor racing heroes.

As promised last month we have a brief look at the career of John Surtees, a brilliant succession of motorbikes championships in the 1950's followed by a move to Formula 1 in a Lotus. He found the magic combination in 1965 when he collected the Formula 1 world championship driving for Ferrari. The following year it all went to hell in a bucket with a massive fight with the Ferrari team boss Eugenio Dragoni (Who proved to be a dragon indeed!) he left and after a time started his own formula 1 team.

Welcome return of Alastair Browne and his always enjoyable and adventurous read. Alastair and his wife Micki have been gallivanting around Victoria competing in the RACV fly the flag alpine tour and having a marvellous time to boot

I remember several years ago when Bill Clinton's shenanigans were at their peak, Hillary was being interviewed on some matter or other and the interviewer happened to ask her about Bill. "He's a hard dog to keep in the porch" was her sighing exasperated reply. Well, reading the press release about the Latest from Lotus, the Exige Cup 380, this will be a hard car to keep in the garage!! But having said that, any Lotus is a hard car to keep in the garage as the have all been built for driving rather than polishing and display. The Lotus press release for the Exige Cup 380 sounded like a fabulous beast I thought it worth publishing an abbreviated version that is a trifle less 'gushy' that the factory PR boys and girls tend to bombard us with.

Tom



2017 CSCA April Report

With Mike Basquil. photos courtesy of Seth Reinhardt

April saw Round 2 of our 2017 CSCA Series hosted by the MG Clubs of Sydney and Newcastle at the North Circuit of Sydney Motorsport Park, or Eastern Creek as most of us still refer to it.
Preparation for the event ran smoothly, although we were concerned about the level of entries with just a couple of weeks leading up to the event. The eventual number was 108 entries with 4 withdrawals and 2 no shows, so 101 runners troubled the timers.
Administration and scrutineering were complete by 8:30am and the drivers' briefing started not long after. I know some of us have endured untold numbers of briefings, but they are required both legally and functionally. They ensure that everyone is well aware of how the day will be run and what is to be expected.
I helped out in admin when needed and then moved to assist scrutineering. While the CLA runners' level of car and safety preparation is up to scratch, some others are taking this important part of the event a little too casually. Scrutineering is no more than a basic safety check of the car and the drivers' equipment to ensure that they are both up to standard. Some tyres were way below the markers and some of the helmets belong in a museum.
If you come to rely on these items it could result in a world of pain for us as organizers and the entrant in particular. To that end we will be doing spot checks as cars come off the circuit at future events failure in either department will results in fines from the stewards and a forfeit of entry.



Alan Pate chatting to Len Goodwin prior to Len going out

Another thing to come out of the post-event debrief was that we are seeing some over driving in an effort to get clear laps. The hardest part of putting an event together is the grouping the cars, and it's an inexact science not helped by a couple of drivers passing in the apex of corners – an action specifically warned not to be attempted at the briefing. Two-wide at the apex of the left-hander into the flip flop and three-wide into turn 1 could have all ended in tears. A certain yellow Renault and an Audi being the guilty parties.
The most troubling trend of all was the ignoring of the flags, specifically the RED and black flags. A yellow and black Elise (after passing a car into the wall TWICE) and a black Jag guilty on this occasion. Total ignorance was given as an excuse and the driver 'talked to' by the Clerk of Course might not be so lucky in future.
Lionel Walker informed the drivers briefing that for 2017 and beyond we will be dividing Class D into modern and classic classes to allow some of the older non-registered cars to have a class for competition and hopefully attract some extra interest from the Class Sa and Sb from the racing fraternity.

Class Results



CLA member Brian Sutton, running under the MG banner for this event

Len Goodwin continues his blitz of *Class C2* in the 26R replica.
Class D2 was the battleground of the naturally aspirated Elise and Exige, and it is a battle ground where no prisoners are taken. Rex Hodder came out on top, with Leigh Mellor a deep breath behind in 2nd and Phil Easterbrook 3rd enjoying a battle with Mark Beckett in his Elise 111R 4th in class. Dennis Brady was home 5th, leaving the class results all CLA at the top.
Class D4 Modern saw Mark Alexander a class winner again and fastest marque car in his Exige S, despite literally blowing the roof off. Exige roofs fly just as well as the



car - it got to great heights and gently came to ground on soft grass for very little damage, although that can't be said for the fixings.
We welcomed Duncan Andrews back into the fold after a long layoff 2nd. Peter Taylor in his Elise S was 3rd, Liam Sheppard in the Cup 240 was 4th with Steve Alcorn in his Elise S 5th and Emiliano Valdes wasn't frightened away after round 1 and returned in his Exige with 6th in class. Brett Stevens was our final runner in his Elise placing 7th.
In *Class D5* Martin Duursma was the class winner in his V6 Exige, with Leigh Fuller in his Exige V6 2nd. This was a ding dong battle on the time-sheets all day until Martin decided for 'one last run' and put in a banzai effort to take the win by 0.6 sec.
Class R1 saw Terry Waugh in the Banks Eurpoa Take 2nd in class with Brian Sutton in the Caterham 3rd (Brian ran under the MG Newcastle banner and was also the Chief Scrutineer). We were missing a few of our regular runners in this class.
In the non-marque classes Keith Edwards in the Audi RS3 took 2nd, posting a personal best in *Class 2BM*, with Rex Mellor in the BMW 4th. We had a new member running in *Class 3BM* - Stephen Wan in a Honda Civic with a bigger 2.4 liter motor to liven things up for 3rd in Class. Peter and John Deller in the Commodore were 6th and 7th in class with a separation of 0.2sec on the time sheets. It appears the long straights allow the Commodore to keep its cool.
Greg Baker in the Pulsar GTi was 8th; Mark Prew in the Porsche 924 complete with a Holden V6 power plant were our final runners and finished 15th in class. This class is very well supported, which is great to see.
Round 3 hosted by Jaguar will be run on the 13th May and entries are now open via the CAMS Event Entry website to continue the fun.
The remaining 2017 season the dates are listed below:

Round 3 JDCA 13th May SMP North
Round 4 AHOC 1st July Wakefield Park
Round 5 MOCA 12th August SMP Brabham
Round 6 SCCA 24th September SMP South
Round 7 TSOA 15th October Wakefield Park

At the close of play we had the CSCA presentation of awards for the 2016 season. I was a little disappointed with the turn out especially from the other member clubs and I still have eight awards to give to their respective recipients, always the worst part of the season close – with a bit of luck and a few dollars in the kitty we will be able to do a better job this year

See you at the



Quokka Talk

with Eddie Lankhorst

Another busy month has passed us by. Back in March we had a round of Speed Event Series down at Collie Raceway, where we saw Richard Cooper and Kevin Fitzmaurice shine. Richard had car issues with handling and asked Steve to have a drive to get his opinion. Steve quickly gave the car back saying that it was going to kill him, so they made some tweeks to the set up. Richard ended up winning his class. Upon getting home, Richard decided to check out his suspension and quickly found that one spring seat had collapsed. No wonder his car handled so poorly, but Richard still managed to drive it to victory. Steve Metilitzky on the other hand had his own on-going issues with firstly an oil hose coming adrift and then a loss in power due to supercharger belt slipping. And of course the trouble free Elise S1's ran trouble free on the day, with Kevin driving superbly doing himself proud winning his class followed closely by myself.

We have had two EMR's since last issue with great attendances. We have also seen two new Elise ownerships in Perth. So big smiles and congratulations to Olivia to her purchase of a very low Km White Elise S2 and also to John to his Blue Elise S2 with black stripes with a fine white edge. Lovely, look forward to seeing you guys at more drives to enjoy your car.

So its off to Lotus 2017 for Les, Marilyn, John, Robyn, Vicky and myself for a long weekend of fun with fellow Lotus folk.

May is looking a little quieter on the Lotus scene with:

BOAB Meet n Eat on Monday 8th May, 6am Kings Park

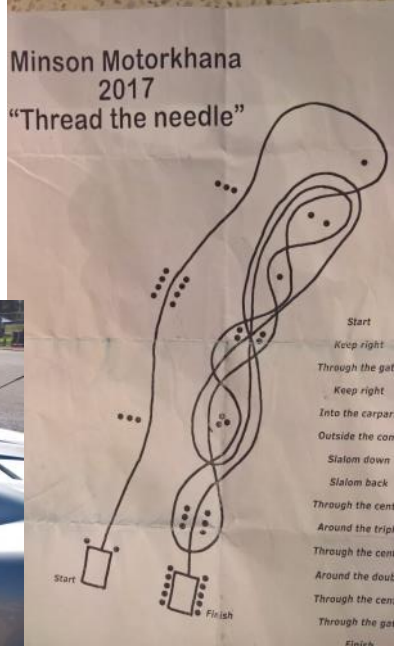
EMR to Gingin All British Car Show on Sunday 21st May, meet 8am in Guildford.

Minson Motorkhana

Being in charge of a car club you sometimes get unexpected email invitations to attend events. This was one of those invites which I thought would be fun.

This event was actually one of a few motoring events being held over Saturday and Sunday in Northam as part of the Round the Houses historics race called the "Flying Fifty", which is the main event on Sunday. The weekends' events started on Saturday with a hill climb at Mt Ommanney, followed by the Minson Motorkhana. Vic and I weren't particularly interested in the hill climb but having not done a motorkhana since Shepparton DECA in 2012, we thought this would be great to attend.





Arriving in Northam, we registered and got scrutineered before checking out the course. Viewing the course map and notes, we both thought "there's no way we're going to remember this" so we decided to walk the course with a few other competitors. The course started down Minson Road around a few cones before entering a carpark area where the real concentration was needed to navigate the slalom course and finish perfectly in the garage.

Being about fifth in line to start, it gave me a chance to see how good my fellow competitors at this. No mistakes, damn. Then it was my turn, upon entering the carpark zone all I could think of was direction, direction, direction and not stuffing it up. Well, I didn't stuff up the navigation part but finished in a big slide through the garage. Damn, I got a great time but got five seconds added for my braking exuberance. Vicky was next. She was perfect and didn't make a single mistake. Good on you Vic with an equally good time without error. As the day went on, we both achieved some great times compared to the others, but my failing was that garage area. I had at least another two slides through the area, but overall, Vicky came out ahead of me through her flawless driving. We ended up around 4th and 5th in the field, not bad for having little experience in these events.



We may not have won any important placings but we won the day in our minds, and thought we should do this again next year (with old tyres next time).

Tour de Edmondson

By Vicky Rowe

The routes for our monthly EMR's are usually carefully crafted by Eddie. He even goes to the trouble of typing up instructions so that people can navigate themselves if they fall off the tail of the group. But it is a long running joke here in WA that we rarely follow his plans, even though he is effectively lead navigator for most of these tours. I drive; he navigates; everyone follows. They've given up trying to follow the written plan.



Ed, skilled now at watching the map on his phone as we travel, calls the turns just in time. His written plans certainly do indicate at which streets and distance to turn, but out there on the open road I'm usually too busy looking ahead to be watching for the next turn. Wouldn't it be great if we had full pace notes for every EMR, detailing the severity of every bend and highlighting any adverse conditions? But that really would be a lot of work. This on-the-run form of navigation though works pretty well, allowing me to maintain some pace, trusting Ed's directions and noting some specific warnings he provides, based on his recall of the roads.

Sometimes our 'last minute' diversions are based on something Ed notices on his phone map. Never wanting to pass an unexplored squiggle on the map, we go off to explore with the group in tow.

The March EMR started with a written plan, as usual. With York as our end destination, the most accurate aspect of the written plan was that we had 6 Elise, 2 Exige and that we left the Guildford station car park. Almost immediately Ed decided to divert from the plan. You see Robyn and John are currently building their dream home, complete with massive garage, and it was sort of en-route.



John took the lead and guided us up around the windy streets of Jane Brook. Finally driving down a long narrow driveway we arrived at a large clear area at the foot of a building site. Through the trees was the beautiful vista John and Robyn will enjoy from their new home, providing spectacular views across Perth. The walking tour of the partly constructed residence began in the space between the house and the massive workshop / storage area,



necessary for their impressive Lotus collection. Room by room, the layout was made clear by the fully constructed double bricks walls. Also, fully formed is the concrete pool aligned against the front of the house. I know it's been a long haul to get it to this point, but I think John and Robyn's commitment and perseverance will deliver an outstanding home they will fully enjoy.

Moving on, eventually to our plan, we headed out on some familiar roads that we thoroughly enjoy, including O'Brien's road that claimed the life of the late great Peter Brock. I guess it's because I'm always so focused on the road rather than a map, but I can rarely identify exactly where I am at any given time. Ed asked me if I recognised the road, and I did, but the true value of a navigator is their ability to give you the details you need, when you need them. Ed cautioned me as we approached the infamous bend. It does appear innocuous on approach, but then something unexpected happens as you take the bend. I think it's a change in camber. We've seen several damaged cars just past the bend, caught by the invisible tug. If we had some pace notes this bend would have one humongous **CAUTION!**





As the drive continued, Ed took us on a recently discovered gem of a back road, which twisted and weaved through the local farms of Beverley towards York. Well away from the praying eyes of the local constabulary. Enjoying the road so much we missed our turn off by about 5km. Oh well it was a great road, why not. Lunch in York was as usual at the Old Mill as you enter town and is a great place to chat.

Vicky.

2017 RACV Fly the Flag Alpine Tour

From Alastair Browne

I'd just entered the men's toilet at the Mulwala Golf Club after a hearty breakfast of eggs, bacon, beans, mushrooms, hash browns and spaghetti and found a crowd of expectants. I said rather jokingly, "This looks like Prostate City", to which one wag replied, "It's a very stop/start morning - I might have to pull out the choke". Guffaws of nervous laughter greeted the retort 'cos there's nothing worse for a man to be standing at the trough with nothing happening!

This year I decided to take my 1971 Marcos GT Coupe and, having it serviced to the nth degree by Ron Howell, I felt pretty confident but still suffered long spells awake at night wondering whether I'd make it or not. Of course, there's very little room in the car and I got Micki to pack her rather small bag a week in advance so I could test what I could get in and what would have to be left behind. Normally I take heaps of tools in the belief that the more tools you take, the less likely you are to break down.



I set off on Friday 17th of March by myself in dreadful traffic and rain. Once on the M2 and M7, I felt that this is the life until I saw a Highway Patrol car 'doing speed' at which point I had to wipe the red mist from my eyes and lessen my exuberance. At Goulburn it was freezing then a few moments later the sun came out and it became bleedin' 'ot.

I made it into Gundagai and met up with Ron and Barb, with their EH, for dinner at the Rissole. Once in bed, I heard a party going on in the carpark. I remonstrated from my door at 11.30pm to no avail. At 12.30am I ventured out in my undershorts and suggested they go to bed, only to be told by a woman to "F*** off", so I did, skulking back to my room.

The next morning I made a grand departure and hope I woke up all the revelers. It was a bit of a slog down to Melbourne but great driving fun on the back route on the Mansfield road through Bonnie Doon. I finally made it to the Dandenong Motel where I met up with quite a few people who were going to be on the Tour.



The motel was situated in a part of town that required you to wear flak jackets if you left the premises so we all dined on delivered piz-

za. We were visited by the local constabulary twice during the evening to make sure we weren't engaged in hostilities with the natives.



The Marcos at Mt. Hotham

On Sunday the 19th March, we were all up early for the short drive to RACV HQ at Noble Park, the official start of the Tour. 200 cars, all over 35 years old, greeted us and many familiar faces. Then it was off in the stinking heat and stop/start (not urinary) traffic until the freeway was reached. I was even overtaken by an MGB. On to Moe for lunch at the Old Gippstown Heritage Park where the flies had come out to feast. We stopped at Bairnsdale that night.

Monday was a great day of expectation for me. We were going up the mountain Via Mt Hotham down to Bright and then Beechworth. Lunch was at the Omeo Recreation Reserve and I made it my business to leave asap to get a good run and, sure enough, I did. What a marvelous driver's road with many bends, curves and hairpins. I had a smile as big as Tony Abbott's as I put the Marcos through its paces. When drivers saw me coming up behind at a great rate of knots, they kindly moved over so I could pass. It was probably one of the best drives I have ever done and lives in the memory. I met Micki in Beechworth, beesting in hand from the bakery, after she had flown down from Sydney.



Micki dressed as Blunder Woman and Alastair went as Mr Bean.

Then came the rain in the evening. Yuk. The next day was a lay day, do anything you want sort of day so we poodled over to

Yackandandah in the blinding rain. Jam from the Yack is a must but where to put it? In the spare wheel well, of course.

On Wednesday we had a very easy run of only 92 kms but we did stop at Chiltern, a most interesting town founded on gold mining followed by a quartz boom, then to Rutherglen where we walked the length of the town for exercise after a huge pastie for lunch. We ended up in Yarrawonga/Mulwala where we slept on the banks of the lake which is 23 kms long – well, not quite. We were in a cabin looking across the lake.

This is where I missed my footing, fell base over apex and gravel-rashed my knee. I was prostrate (not prostate) on the ground yelling for help but no one came, even though friends were in cabins all around. And I hadn't even had a drink at this stage. Finally Florence Nightingale appeared in the form of Micki, who lavished Savlon on the cuts and bandaged me up so I could enjoy the dancing later on.

Thursday was another lazy day so we went to Cobram for a look-see, saw nothing, but bought a pair of sheets. Whatever next to fill the car? This was one of the three nights there was live music at dinner. There were several standards of dancing, mostly fairly ordinary. Fortunately no one had a heart attack which is a real proposition with so many seniors on the Tour.

On Friday we drove to a most magnificent country house known as Noorilim Estate which not only had exquisite grounds but also a fine art collection and was situated near Murchison. Another great drive was had that afternoon along the Maroondah Highway which has lovely swooping bends but I had to follow a sick Mustang firing on only 7 cylinders.



Micki an Alastair with the Presidents Trophy

We booked into our sumptuous accommodation with two bedrooms and a spa bath (Bill was going to share with me but pulled out after yet another back operation). That evening was Fancy Dress where 400 people gathered at the local gymnasium for a knees up. Micki dressed as Blunder Woman and I went as Mr Bean. It was hilarious and there were some pretty scary characters there.

There were plenty of sore heads the next day as we drove gingerly to Yarra Glen for the final lunch and prize giving. Rather surprisingly my antics with the Marcos paid off and I was awarded the most prestigious President's Trophy, the first time someone from NSW had been honoured in the 9 or so years I had been participating..

And so it was with heavy heart (and a large trophy to put in the Marcos) we headed off to Albury and were only overtaken by a luscious green E-Type, driven by Kiwi Merv, heading for Queensland. After a pleasant evening in Albury, we drove back to Sydney on Sunday 26 March arriving in burning heat from the sun and the car.

Bearing in mind that the Marcos is 46 years old, it performed remarkably well in over 3000 kms of motoring achieving over 30mpg, consuming about half a litre of oil and no water. Thank you to all those who made this Tour a wonderful event. So many 'happy hours', so many beaut cars, so many interesting people.

Alastair Browne

John Surtees, World Champion on both bikes and cars dies aged 83

Born in Tatsfield, Surrey, John, the son of Jack and Dorothy Surtees, grew up in a household heavily involved in motorcycling. After the Second World War, Jack ran a motorcycle shop in Croydon, and started racing. It was not long before his eldest son John quickly became an avid member of his dads racing venture.

Initially John partnered his father, riding in the sidecar, but his own racing career really got under way after he left school and was apprenticed to the firm of Vincent Engineers in Stevenage, Hertfordshire. He acquired a single-cylinder Grey Flash bike, and on it won his first race, at the Aberdare Park circuit in South Wales, in 1950.



At a recent Goodwood, Surtees reunited with the Lotus 18 Formula 1 car

In 1955 Surtees was invited to join the factory Norton team and cemented his reputation as one of motorcycle racings brightest stars with a memorable Silverstone win over Geoff Duke's Gilera at the end of that season. As Norton was pulling out of racing for 1956, he switched to the MV Agusta squad and began writing his chapters of motorsport history. Surtees won seven motorcycle world championships riding for the Italian MV Agusta team, the 500cc titles in 1956, 57, 56, 59 and 60 and the 350cc titles in 1959 & 60 . Additionally he won the junior and senior Isle of Man TTs in 1958 and 1959, plus the senior again in 1960.

Surtees loved everything about the Italian way of life, and it was no coincidence that the close relationship he forged with the autocratic Count Domenico Agusta was subsequently matched by his later bond with Ferrari.



Clark, Surtees and Chapman 1960

He made his car racing debut at Goodwood in April 1960 at the wheel of a Ken Tyrrell-entered formula junior Cooper-Austin, almost beating Jim Clark's Lotus in the process.

Soon afterwards, he was approached by Colin Chapman to race in F1. He immediately highlighted his world class by finishing second in the British grand prix at Silverstone and took pole position for the Portuguese race over the tramlines and cobbles of the challenging Oporto street circuit.

Surtees fell out with Chapman before the end of the year and spent the next two seasons doing a bit of everything. In 1961 he drove Coopers for the Yeoman Credit team, which the following year became Bowmaker Racing, using Lola cars. But it was not until he moved to Ferrari in 1963 that Surtees established himself as a consistent front runner, winning the German grand prix at the Nürburgring in decisive style with the V6 -engined 1.5-litre Ferrari 156.

In 1964 Surtees won his Formula 1 World Championship at the helm of Ferrari's new V8-engined 158, which carried him all the way to a nail-biting world championship finale at Mexico City. That year, the World Championship was fiercely contested by Jim Clark, John Surtees and Graham Hill and was decided at the Mexican Grand Prix when Hill was delayed after a collision with Lorenzo Bandini's Ferrari. Clark was forced to stop with an oil leak on the last lap, and Ferrari signalled Bandini to let Surtees through into second place which gave him



John Surtees driving his world championship Ferrari in 1965

the championship by one point from Hill. The scoring in Formula One at that time decreed that only the best 6 results counted toward the championship. Hill scored 41 points during the year, but only 39 points were counted toward the championship. Surtees scored 40 points, all of which counted toward the championship. Thus, Surtees became the World Champion, although he did not score the most points over the year. (As a small aside our old mate from the June 2013 issue of this newsletter, Dutchman Carel Godin de Beaufort died during practice for the German Grand Prix at the Nürburgring that year driving a privately entered Porsche 718)

After this success, the 1965 season proved very disappointing, with no more F1 victories. Worse, in late September he was seriously injured when he crashed his own Lola T70 sports car in practice for a race at the Mosport Park circuit, near Toronto. After lingering close to death for several days he, by sheer mental determination, forced the pace of his remarkable recovery and was back behind the wheel of an F1 Ferrari by the start of 1966.

Sadly, by this time Surtees' position at Ferrari had been undermined by the machinations of the team manager, Eugenio Dragoni, and, despite winning the Belgian grand prix with the new 3-litre V12 tipo 312, he eventually left the team after a veiled threat from Dragoni that, if he continued the season with Ferrari, they could no longer guarantee his safety in their cars.

Surtees went briefly to the Cooper-Maserati squad for the remainder of the 1966 season, then spent two largely fruitless seasons struggling with Honda during which he won the last of his six career grand prix victories, the 1967 Italian race at Monza. A stint with BRM in 1969 left him very frustrated. After developing viral pneumonia at the end of the year, he decided to retire and to build his own F1 cars.

The early Cosworth-engined Surtees cars were promising, and the team performed well enough for Mike Hailwood – another great motorcycling talent who had made the switch from two wheels to four – to win the 1972 European Formula Two championship. Yet the team was always underfunded and finally closed its doors at the end of 1978.

From 1980 to 2000 Surtees developed a property business and restored cars and motorbikes. As vice-president of the British Racing Drivers' Club he continued to encourage British involvement in international motor sport into the new century.

In 2009 his son Henry died at the age of 18 after being hit by a tyre in a freak accident while driving in a relaunched F2 event at Brands Hatch. John threw himself into developing the support of the Henry Surtees Foundation for accident care and training for young people and in 2016 was appointed a CBE.

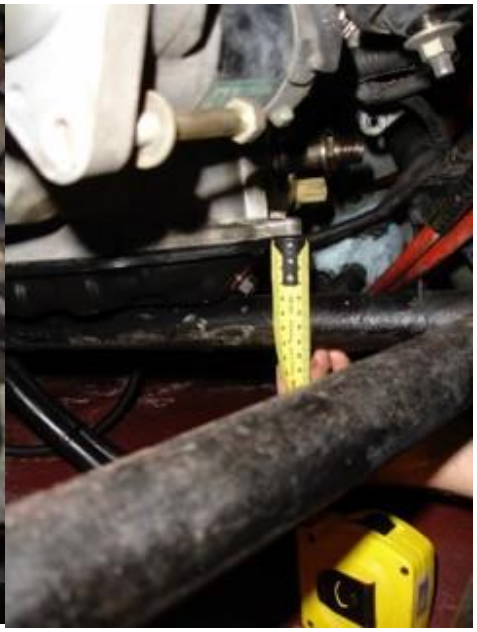
The Esprit VQ continues, chapter 4

(Geoff Winder continues his story)

Another reason to push the engine forward was to help with the sump clearance. The Esprit chassis rail runs between the engine mounts. Even with the engine pushed forward I would still have to make a new Sump pan.

Here you can see the sump sitting on the cross rail. If I could just run a flat plate across the pan all





would be fixed. However I think the engine would like some-





where to pick up the oil from.

Here is a flat plate installed with the engine sitting on its mounts. There is good clearance.

People often ask how I make the copy of something like this. First I rough cut with a jigsaw then I bolt the aluminium to the old sump pan. Then I get out my trusty router with a ball bearing straight bit and follow the outline of the old pan whilst cutting the aluminium, it comes out a perfect copy. Just be careful you give





the router bit time to cool off every few mins.

Next I had to weld up a sump, I purchased a cheapy TIG welder and set about teaching myself to TIG weld. This was my first project. Here I have filled it with water to check for leaks. Yep there were many.

I won't win any awards but it doesn't leak and the back clears the cross bar.

The new pan is deeper so the oil pickup was modified.





Whilst the bottom was apart I decided to add a little gate to the sump to help with oil starvation on acceleration.





Random girdle shot.

All sorted now. Onto the next problem!

Letters



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

As I avidly read Tom's recent article on Stirling Moss I thought back to my Stirling connection.

Back in the dim dark ages of the 1950's and 60's my family, including my revhead mum, was heavily involved in the Australian motorsport scene initially as spectators and then racers and pit crew. Having two considerably older brothers my mum, Miserable Eadith (as she was affectionately known) did her best to involve me in the sport so encouraged me to have an Australian hero - Jack Myers; and an international one - Stirling Moss. This clever encouragement enabled her to continue to enjoy the sport she loved without a whingeing child tagging along and spoiling her fun. Many times she and I sat in the spectator areas while Dad assisted in the pits and yes, mainly with Lotus. Mum also enjoyed a bit of late afternoon biffo - as an onlooker - when the grog finally did its damage on the crowd.

After every Australian event we attended I always had to say "hello" to my Aussie hero Jack and we became quite good mates. In fact his son Peter is a mate of mine to this day. You should really Google "Jack Myers" and check out his exploits. Norm Beechey was also a chum.

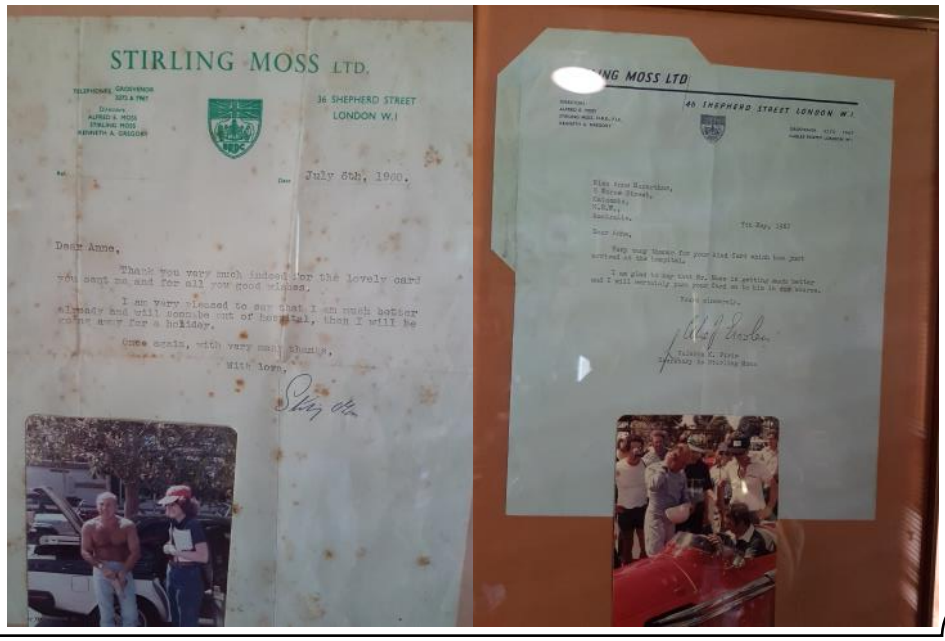
I saw Stirling race at Albert Park in the late 50's and at Warwick Farm in the 60's. With regard to his career ending accident in 1962 he in fact had a quite nasty one in 1960. Eadith, in her inimitable way, suggested I send him a Get Well card. This we did with an address along the lines of "Stirling Moss, London, England". Blow me down but I received the reply. (below)

1962 saw his devastating crash which made front page news around the world. This man's hero worship made Shuey, Seb, etc. look puny by comparison. Once again we sent off a Get Well card then it happened again but this time signed by Stirling's secretary such was the state of his health at that time.

You know, you've got to have heroes in your life and I'm not talking about the likes of Rob Kardashian et al. I've been lucky enough to meet many of my heroes - Fangio, Moss, Brabham, Senna, Lauda, de Angelis, Mansell, etc. and they were professional and gentlemen. Not once did I see them sitting "Frow"* with that quick little knob Lewis Hamilton.

Anne Blackwood

* Front row at the fashion shows for you uninitiated



Answer to last months "Now who Said That?"

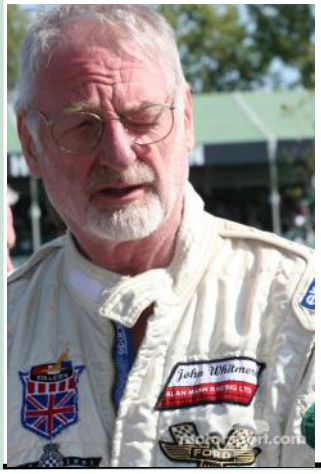


"The early Elans frankly were a pig to drive, nothing like as good as the Elite and they were only faster by virtue of the more powerful engine. My recollections are of a bucking, smoking, creaking, fragile brute!'

It took a long while this month but Anne Blackwood finally came in with the correct answer of Sir John Whitmore.

He was speaking of the early Elans and particularly the Mike Costin modified SMART Elan that Stirling Moss ran for his Stirling Moss Racing Team after his injuries at Goodwood in 1962 prohibited him from real competitive racing.

Sir John Henry Douglas Whitmore started in motor sports in 1956 and after a previous spell of rallying and sprinting. He began circuit racing with a Lotus 6 in 1958. In 1959 Colin Chapman offered him a drive at the Le Mans 24-Hour Race in which he shared an Elite with Jim Clark, finishing 2nd in class.



During the 1965 European Touring Car Championship season, arguably the most famous of all racing Lotus Cortinas, 'KPU 392C' was campaigned by Alan Mann Racing and driven by Sir John Whitmore . In a crushingly dominant performance, Whitmore won all eight races and hill climbs they contested, including six outright wins.

His good friend Brian Caldersmith reports sadly that John's health is now failing.



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

A couple of clues.

- He drove approximately 60 F1 GP's for Lotus in the early 80's, never finished better than third and retired or DNQ for 34 of them.
- Peter Warr, Team Lotus manager after Colin Chapmans death, was never particularly complimentary concerning him

Winner announced next month

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

IT DOESN'T ALWAYS HAVE TO BE ABOUT LOTUS DOES IT?

At the May Bonhams Spa Classic sale, one of the star lots will be a Benetton B191.
The car on offer is the second B191 built, this car was pressed into service for the third Grand Prix of the 1991 season at Imola where it was raced by Robert Moreno. It was then used by Nelson Piquet to score his very last Grand Prix victory at Montréal in June of 1991.



And what a win it was if only for the amazing circumstances it happened in. On the final lap Nigel Mansell held a comfortable lead until he stalled his Williams in the final corner due to a premature celebratory wave. Good 'ol brummie Nige sat there with the finish-line in spitting distance as Piquet finally made his way around the circuit and passed him for victory. Mansell denied the premature wave theory, saying that the gearbox had gone into neutral as he shifted down, and Williams said that the car had suffered an electrical failure.



Piquet later finished fifth at Silverstone and eighth at Magny Cours before handing the car to his new teammate Michael Schumacher for the final two rounds of the season. Retired from racing at the end of the year, chassis B192-02 served as a museum exhibit for many years. In 2016, it was completely rebuilt and restored to full running order. It is estimated to sell for over Euro 750,000



Michael Schumacher in the car late in the 1991 season

SYDNEY CLASSIC & ANTIQUE TRUCK SHOW 2017

The Museum of Fire is proud to present the 7th Annual **Sydney Classic & Antique Truck Show**. Classic trucks, buses, fire engines and vehicles of yesteryear from across the Country are gathering to be on display at the Museum of Fire on Sunday 28th May.

Join us and open up a world of fascinating nostalgia and activities for all ages. Come and see trucks from the solid rubber boneshakers of 1914 through to the kings of the highway of the 60's and 70's.

International Award Winning Matt Falloon & his Trained Balloons will take entertainment all day to a new level. Demonstrations throughout the day by vintage dressed Firefighters showing you the skills of yesteryear as they put some classic fire engines to work. Relive history with the historic police cars & bikes display including the infamous Chargers, and much more.



Take a journey back in time on one of the **vintage double decker bus rides and see Penrith from a different view**. Something for everyone including **displays by Fire and Rescue NSW with live fire demonstrations of their Kitchen Fire Simulator** together with the fascinating displays of the Museum of Fire.

A fantastic family fun day that will not burn a whole in the pocket,

- Adults $15 (includes up to three children under 16 free with paying Adult)
- Concession $10, (no children on concession ticket).
- After entry all rides and entertainment are free.

Sunday 28th May will be a Classic Day, with Classic Trucks and Classic Entertainment. Gates open from 8am through to 3pm. Don't miss it! For more information visit www.museumoffire.com.au or contact the Museum of Fire on 02 4731 3000

LOTUS EXIGE CUP 380: KING OF ROAD AND RACE

Summary of the press release from Lotus PLC



Without equal and without compromise, the ballistic new Exige Cup 380 coupe provides the perfect balance between fully type-approved road car and genuine race car to deliver the ultimate track-and-back street-legal Lotus.

Evolved from the hugely successful Exige Sport 380, this latest Lotus supercar is the purest manifestation yet of the company's Cup concept for sports cars. Genuinely eligible for competition yet undeniably elegant, just 60 editions of this extreme Exige are planned for worldwide markets – assuring its status as one of Lotus' most collectable road cars.

With a purity of drive unheard of in road cars, and a power-to-weight ratio of 355 hp per tonne, the Exige Cup 380 delivers genuine race pace, with 0-60 mph in 3.4 seconds (0-100 km/h in 3.6 seconds) and top speed of 175 mph (282 km/h). Key to the Exige Cup 380 reaching its low weight of 1,057 kg is the comprehensive adoption of carbon fibre and extreme engineering. Making their first appearance on a road-going Lotus, heavily revised bodywork elements contribute to the increased downforce of the Exige Cup 380, with the car generating up to 200 kg, 43% more than the Exige Sport 380. Making the most of this aerodynamic downforce and maximising mechanical grip, the Exige Cup 380 features larger rear tyres (285/30 ZR18 Michelin Pilot Sport Cup 2) as standard.

Jean-Marc Gales, CEO, Group Lotus plc said, "Developing the Cup 380 has allowed us to indulge our motorsport ambitions on a car that can be used and enjoyed every single day. This is an Exige that's not just unbeatable point-to-point but also capable of winning highly competitive races. The biggest surprise for many is that it's fully road legal – a considerable achievement considering the car's performance capabilities. Unlike some rivals' cars, this is something that really can drive to a track, set the fastest lap and take the win, before heading home. It's supremely usable, yet outrageously fast."

Honing the Exige Cup 380's high speed abilities was paramount in its development, and the inclusion of new wind tunnel developed aerodynamic elements allow this road-going Exige to deliver up to 200 kg of aerodynamic downforce at a top speed of 175 mph.

Located over the wheels, the front louvers equalise the pressure differential within the wheel arches, increasing downforce at high speed and under hard braking, whilst the cut-out sections behind the rear wheels work with the aero blades mounted either side of the race diffuser. Even the Exige's windscreen wiper has been aero tuned – now resting in a vertical position to avoid disrupting air flow.



To harness the huge hike in downforce, and provide increased mechanical grip, wider 285/30 ZR18 rear tyres are required – a step up from the 265/35 ZR18 as fitted to the Sport 380. With the two elements working in combination, this huge boost in grip allows the car to corner harder and faster which, given with the Exige's existing reputation as a driver's car, elevates it to a whole new level.

Inside the Exige Cup 380, the carbon continues with visible-weave, handmade sections including beautifully detailed carbon race seats and door sills as

standard. Cumulatively these composites contribute to the Exige Cup 380's low weight, but every part of the car has been considered, even down to the removal of the boot carpet, to reduce mass. Optional carbon fibre components include one-piece inner door panels, HVAC console and face-level vent surrounds, which together offer an additional 1 kg reduction over the standard car.

In addition to the Exige's strong, stiff and durable aluminium chassis architecture, the Cup 380 comes with a T45 steel roll over bar as standard. Tremendously strong, yet light compared to alternatives, its cost means that it's only used in the highest of motorsport applications. Other racing additions include a towing eye at the front and a fabric tow strap at the rear.

Extremely quick off the line, the Exige Cup 380 laps the Hethel track in 1 minute 26 seconds – a record for a road-legal Exige. Packing the same 3.5-litre supercharged V6 engine as the Exige Race 380, the new Exige Cup 380 boasts 375 hp at 6,700 rpm and 410 Nm (302 lbft) of torque at 5,000 rpm.



Available as standard with a close-ratio, six-speed manual transmission, the Exige range features Lotus' now famous open-gate manual gearbox design. There are four user selectable ESP modes (Drive, Sport, Race and Off). Sport, Race and Off increase throttle response, lower traction slip thresholds and remove understeer recognition to provide a finer degree of driver control before intervention and utilises an engine exhaust bypass valve which reduces exhaust back pressure at higher engine speeds. In a new development, the Lotus Exige Cup 380 includes a variable traction control function which is linked directly to the ECU and allows the amount of wheel slip to be set by the driver. The six-position rotary switch is located on the steering column and is only available with ESP switched off, with the percentage of target wheel slip from 1% to 12% in five settings and "off", displayed via the instrument cluster.

The Exige has long been regarded as delivering benchmark handling, but owners of the Exige Cup 380 can configure the set-up, thanks to the Nitron two-way adjustable dampers and Eibach adjustable front and rear anti-roll bars fitted as standard. The substantial Michelin Pilot Sport Cup 2 tyres (285/30 ZR18 rear and 215/45 ZR17 front) are fitted to ultra-lightweight forged alloy wheels, available in red, black or silver as standard. Stopping power is provided by AP Racing forged, four-piston brake calipers and grooved performance two-piece brake discs.



The optional full exhaust system in titanium removes 10 kg from beyond the rear axle, and buyers can specify a number of additions and deletions, including FIA compliant roll cage, full race harness, electrical cut-off and fire extinguisher controls as well as airbag deletion and a non-airbag steering wheel.

Despite its pure performance credentials, the new Lotus Cup 380 retains its dramatic aesthetic thanks to the high-gloss, visible-weave carbon fibre, but complementing this are a range of five hand finished paint options, including Essex Blue, Metallic White, Metallic Silver, Metallic Grey and Metallic Black. Further accentuating its shape, a unique red highlight line defines the Exige's front access panel, while key details, including the front canard wings, are finished in matt black. Coordinating wheels, spoiler uprights and mirror

caps in red, silver or black contrast with the main paint colour, and the whole car is finished with unique Cup 380 badging.
The hand finished nature of the Exige Cup 380 continues inside, with Lotus' carbon fibre sports seats trimmed in Alcantara®, with leather or tartan as a no cost option, with contrast stitching and an Alcantara® steering wheel. As standard, lightweight carbon fibre sill covers reduce the weight by 0.9 kg and provide easier ingress and egress by up to 10 mm, thanks to their lower profile and contoured finish. The Exige Cup 380's instrument panel has also received attention, with new graphics making it easier to read.
The Exige Cup 380 is available as a limited production run of only 60 cars and as a coupe only. It can be ordered now, priced £83,000 including VAT (UK)

This shot of the magnificent Lotus 80 steals the show.in the Current Lotus forums picture of the month. Taken by Wolfgang Mauser at the Nurburgring's AVD OldTimer GP in 2013, it's an usually good shot of an extremely rare car. Even back in its day, the ground-breaking, ground-effect car only entered a total of 3 races and completed just one. Mario Andretti managed to bring it home for a remarkable podium place in the 1979 Spanish Grand Prix – no mean feat in a car so experimental that team-mate Carlos Reutemann refused to drive it! The idea was to maximize under body ground-effect by running skirts along the whole length of the car. The theory was sound but it proved tricky and inconsistent in practice and was abandoned for the rest of the season as Team Lotus returned to running the Champsionship winning Lotus 79.

Thanks to TLF and Wolfgang Mauser for his permission to use the shot.



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

1st April 2017

Lotus Elite Diamond Jubilee



Folks,

Things are moving along well with our celebrations in August and we have Elites coming from all over the country. We have nearly 60 people booked in to the hotel already – some for three nights.

The celebration dinner on Saturday evening is a three course affair and you will need to confirm your attendance with a payment to Club Lotus Australia. I will provide the details of how to do this shortly. We are expecting a full house that night, so I would not leave your decision to the last minute. That will be a fun evening with lots of special presentations.

And to assist in the preparations I need to finalise who is bringing their Elite. Would you please confirm your intentions and send me your chassis number, so that I can check my records? It will be well worth your while. Let's see if we can get 30 there!

Sunday 13th August is the largest annual collection of car clubs in Australia, with 2000 vehicles attending and parading their cars at the Shannons Sydney Classic. We have been assigned the largest area of Sydney Motor Sport Park to display our wares and with the added celebrations of 60 years of the Lotus Seven and 50 years for the Elan Plus 2 we expect a huge gathering of all Lotii. So a great photo opportunity. The Elites will lead the special lunch time parade (in chassis number order). Club Lotus Australia will be there in force and there will be a big Sunday Lunch for all attendees. We expect Australia's Lotus distributor, Simply Sports Cars to also be involved.

More soon.

Cheers,


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

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
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
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



Photo promoting The Lotus Forums 2017 Lotus Day. Early model Evora with a BA Concorde alongside

For Sale

2005 Lotus Exige 117B Coupe 2dr Man 6sp 1.8i [MY04]

Lotus Exige 2005 build, 2006 delivered NA upspeced to S.

GPS measured top speed of 237.3 km/h and 0 – 100 in 4.2 secs, you will leave almost every other car behind. Surprisingly comfortable, this is the ultimate touring car. Attached is the dyno sheet from 17/3/2017 by Simply Sports Cars, the best Lotus dealership in Australia. it is producing 212.2BHP at 8,000RPM. That is more than when it came out of the factory over 10 years ago. Although the list of upgrades would suit a race car, this Exige has never ever been tracked and never had an accident. Almost all the engine & drivetrain parts are Toyota parts so inexpensive to replace. There are very minor chips and scratches but no show stoppers. Having said that, this Exige has been taken care of and is in very good condition. She comes with as many extras, costing over $30K in total:- - Touring pack (air con, electric windows, mats, cargo net. - Triple Pass Radiator (has never been over 92c, and that's in Darwin) - BWR Supercharger, smaller pulley, re-flashed ECU - Hurricane cold air induction - Quick rack steering - MFactory TRS-05MRS Helical LSD - LETSLA short throw gear shift - Sector111 gPan3 Baffled Alloy Sump Pan (New design) - Sparco Fireater Fire Extinguisher - New camshafts (original ones were from a bad batch of Chinese ones made in 2005-2006) - 60 Litre Endurance Fuel Tank, designed by Lo-





For Sale



tus for Le Mans - Elise Parts (EP) Exige VVTI Sports Cat & stainless steel exhaust providing a great sound, pops and crackles - Elise/Exige VVTI Supercharger Manifold - HID high and low beam headlight upgrades - EBC Red Stuff Brake Pads (less than 2,000 km old) - Yokohama AD08 rears (90%) and AD48 LOT front (80%) tyres - Aussie clam hinge fitted to rear of car allowing it to be opened for maintenance - Dark window tinting - Pioneer tuner with USB input to suit iPhone etc. - Brushed aluminium wiper/ indicator stalks - Quantum coil over adjustable shocks all round - Carbon fibre side sills and shifter tunnel - Ballasted LED rear lights (keeps original look but super bright when on) - Reversing Camera - Original owner's manual - Two sets of keys with remote locking - Original hard top and EP short soft top - SSC Rear Panel Eliminator Kit - Anti-Rattle Door Striker Pins - Lotus Badged Oil Filler cap The only other upgrades not done but would both look good and be useful are a Radium Coolant Expansion Tanks and a small race battery. I don't believe there would be any significant gains from increasing the fuel pressure and injector sizes, but you could if you are mad enough! Here's the deal:- - I will pay for your return flights to Darwin if you purchase the vehicle. - Once purchased, I will contribute 50% of the cat carrier cost to your place. - The price is negotiable but please, let's be realistic. Do your homework, do the math, add the upgrades together then add freight and labour. - Test drive only after I have proof that you have the funds or approved loan to buy the car. I am only selling because I have just left paid employment to grow two businesses into bigger ones, so not in hurry, just the logical thing to do.

$58,8880

Pat Imbert

0429 612 611

pfmimbert@gmail.com

For Sale



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

Fascinating race history amongst the RAF community in Singapore from 1965 & all previous owner history traced & verified. No expense spared restoration to its 1968 Johore Grand Prix winning specification. HSRCA Certificate of Description. Freshly rebuilt pre cross flow motor with a spare & unused rebuilt rare Cosworth big valve head. Both heads flow tested & beautifully worked internals. Austin Farina rear end for racing & escort rear end when road registered. Huge list of spare parts including clamshells, nose cone, bonnet, wheels etc. for road use & price includes an electric braked dual axle enclosed registered trailer. $40,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com



First built, first owner first registered!

For Sale.

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

Pick up from Lindfield.

$0.99 ono
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Geoff: 0416866644