November2015

CHUNKY'S CHATTER



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



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Club Lotus Australia
November 2015

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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo.
The 1993 Lotus 110 was another star attraction of the Lotus 2015 Concourse

NSW General meetings are normally held on the 2nd Tuesday of each month. This months meeting is Tuesday 10th November.Slot cars at Arm-chair racing 1/18 Hotham Pde. Artarmon. Track is booked from 6.00pm to 8.30 pm

CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact: John Barrass iancelot@internode.on.net

CLA WA Contact: Eddie Lankhorst 0414 431 589, elankhorst@optusnet.com.au or viked@optusnet.com.au

CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

Lotus Club Queensland meets on the 2nd Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

Club Lotus Australia Committee

President: Ashton Roskill 0408 202 208, president@clublotus.com.au

Vice-President: Anne Blackwood 0413 22 11 23 , anne_blackwood@hotmail.com

Treasurer : Kristine Bennett 0414 781 524,

treasurer@clublotus.com.au

Secretary : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Keith Edwards 0417286976 keithedwards@clublotus.com.au, **Rob Costa** (02) 9597 1470, robert@southhouse.com.au **James Chan**.

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

Webmaster: Seth Reinhart

Public Officer & Club Plates: Maurice Blackwood 0417 218 462 , mozzieb@ispdr.net.au

CMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES2@transport.nsw.gov.au , 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@clublotus.com.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au **Sevens & Sedans:**

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents prattle
With Ashton Roskill



Welcome back from Lotus 2015, all those who made it to tis great event. And those that didn't, as usual, will be kicking themselves for missing out.

Huge congratulations and thanks to the Lotus 2015 Committee - they did a tremendous job in difficult circumstances and pulled together a fun, friendly and wonderful weekend. More about this elsewhere, and if anyone would like to share their photos, please feel free to send them to Seth and he will add them to the gallery on our website. Seth@clublotus.com.au in case you have forgotten.

And thank you too to all those who made the trek to the Barossa from all points north, south east and west - I have to admit that, having only done the (very hot and dusty) return journey, I am quite thankful to have shipped the car to Adelaide, particularly as it enabled Caroline and I to share a couple of days with Rob and Suzie, Syd and Hartley drifting around the Clare Valley, which was stunning. This was the first Lotus Nationals with representation from every state and territory, and particular thanks go to the far flung contingents - the crews from Queensland and Vic, the WA crowd, the Tassy team, Randal and Jo who drove in from Alice, and the ACT family (Winno, Kerri and Will!) - it was a great gathering.

The weekend before Adelaide, we also had a superb time at Ebony Hall for Eggs Benedict; this year we inaugurated the John Dawson Damer Trophy for Round the Buckets, and congratulations to Peter Walker for taking home the trophy after a balanced and carefully considered drive - in marked contrast to one or two others (no names) with heavy right feet. Many many thanks to Maurice and Anne for hosting us, and to all the helpers that made the morning such a delight.

It was pointed out to me yesterday that there are less than nine weeks until Christmas, so if you are planning to join the fun for our Christmas Party at Bombini Restaurant near Avoca on Sunday 6th December, please drop me an email to confirm that you have transferred funds ($30 per adult), and I will add you to the list - we are capped at 80 attendees for the moment, and have 68 on the list, so please don't leave it until the last minute. We have to confirm numbers by no later than 27th November.

James Chan has kindly been organising the next drive day, which will take us down south to visit the Kiama Car Spectacular (sounds a bit Barnum to me!) on Sunday 8th November - details are on the calendar on the website, and make sure you book in if you want breakfast and/or lunch.

Following on from our successful October general meeting when Richard Parramint joined us at SSC for an informal evening of discussion, the November General Meeting is still in the planning, so we will get back to you shortly.

Otherwise, I hope you have all spent the winter profitably getting the cars back into running order for summer - it looks as though it could be a warm one!

I look forward to seeing you all out and about and in the meantime, keep safe, upright and on the blackstuff,

Pip pip

Ashton

Welcome new members

Trevor Ng Orange Exige S CR

Ben Durnian Ardent Red Exige S

Wanted

Hood mechanism (Bows, Tray etc.) to suit a S3 or S4 Lotus Elan.
Contact Cliff Palmer email cliffandjanice@bigpond.com.

Chunky's Chatter

from Tom Devitt

Hello and welcome to the November edition of Chunky's Chatter.

We are gradually getting back into the swing of things, and once again, please accept my apologies for the late arrival of the October issue.

Apologies for my mistake in the last issue and the DPM Story. Zed Elliott spotted my error on page 17 where I identified an Exige S as an Evora 400.

Whilst I am on the apologies, I had inordinate amounts of trouble extracting photos of various events that people sent my. Seems I simply cannot work out how to down load photos form accounts like Flickr!!

By the way, for those of you wanting more information on the new Historic Plates scheme you can go to

http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book-trial.html

To register your vehicle.

We feature a fabulous report on Lotus 2015 from Andrew Stevens and Neil Roberts, but once again, butter-fingers could only down load a small section of the photos that Simon Kallis, Scott Testi and Andrew sent me! AHHHH!!!

CAR nivale this year moves to Parramatta and if you would like to show your car (it needs to be over 30 years old) go to page 11 for details.



Some of the spectacular ceramic artwork available at The Jam Factory attached to the Seppeltsfield Winery (P19)

Peter Eppel, Vaughan Stibbard and Marc Schagen made the trek to this years Supercheap Bathurst 1000. No they haven't gone over to the dark side, it was just that Marc had organised with the race management to allow a parade lap of cars that featured in Leo Geoghegan's racing career. Photos courtesy of Peter and Vaughan.

In the Formula One stakes the constructors Championship and drivers Championship were both decided in October, going to Mercedes and Lewis Hamilton with Hamilton now having won his third world championship.

By the way, if you are curious about the caption of the dam on page 19, our helicopter pilot told us that if you whisper on one end of the dam wall you can be heard by a person at the other end! Sounds a bit fishy to me but then I didn't get the chance to rappel down to check it out.

That's it for now, back in December for out final 2015 issue

Tom.



The fabulous Black and White final evening at Lotus 2015

From the Track
with Mike Basquil

2015 CSCA October Report

Round 6 of the Series saw the Motorsport tragics myself included make the trip to Wakefield Park for two days of track time and socialising. The Triumph Club were our hosts and they took on the management of the CSCA Driver Training/ Practice Day, they even managed to put on great weather for both days. This initiative was put in motion by the CSCA Delegates as a means to attract new competitors to our Series and as a means for younger drivers to improve their driving skills and improve awareness that hopefully will have a positive effect in improving safety of our roads. My thanks to those that gave their time and effort to make this all happen especially Syd Reinhardt from our membership that donned the Instructor's hat for the day



A couple of likely-lads showing off their new Lotus Racing Suits

The Driver Training Day attracted 61 entries – we had hoped to attract more and had priced the day accordingly unfortunately we fell short of break even same as in previous years and we will have to re-evaluate the pricing structure for 2016, despite this we were happy with the attitude of the Entrants and all preformed well. The sad part of the day was we lost some runners for the Supersprint the following day due to mechanical problems.

CLA turned up for the Supersprint with 18 runners 10 of them driving Lotus in a field of 77starters with a couple of runners absent due to problems the previous day. The Event started with a few issues mainly caused by Wakefield Park Management insisting on another disclaimer being filled in and being notified of this on the Friday afternoon made for some extra work of the Event Secretary and some grumbling at administration. Brett Gilles was the Clerk of Course of the event, a well know figure among the long term competitors with a passion for giving 'customers' value for money at his events and he didn't disappoint, all runners got the opportunity for 6 runs or more with quite a number having to dash into town for more fuel. I must comment on the new race Suits some displayed for the first time having purchased them through Simply Sports cars the boys looked very racy and naturally they got the usual bagging Richard Wodhams couldn't help but try to emulate the graphics on his kit with the addition of the trusty race tape.

On track the competition was hot with the top half of the time sheets dominated by Lotus entrants, seven of the fastest outright times were posted by CLA runners all driving Lotus, the C of C remarked to me that we should call Group 1 the Lotus group as we dominate the group with our plastic toys.

Club Lotus opened the point scoring account with Len Goodwin in the 26R replica in C2 this car continues to be developed Len posting a PB once again, before being found short on fuel. Class D2 had Andrew Challenor in his Exige lead-

ing the class; again posting another PB Andrew has improved his time at Wakefield by over 2 seconds from round 1. Closely followed by Ashton Roskill working hard to maintain his times from the fast improving competition. Paul Freeland form Canberra bringing his Ex MoPro Elise out to play coming 3rd in class. Dennis Brady and Richard Wodhams continued to shadow one another on the time sheets for 4th and 5th in their Elise's. Greg Freeland sharing the Elise with Paul dropped into 7th followed by Ric Vincent in the ex Paul Bower Elise was 7th followed by Chef Simon Kalis 8th Simon also continues to improve his times. Phil Easterbrook was 9th being cautious after a suspension problem on Saturday. Class D4 was again Mark Alexander at the top of the time sheets and fastest Marque Car on the day. Duncan Andrews was a few tenths back was 2nd in class and the gap between there two appears to be closing. Leigh Fuller was in 3rd pushing the V8 Triumphs in the class out of the picture to allow CLA to take the full compliments of points available for the class in his supercharged Elise. Class R1 saw the battle of the Honda powered boys Dave Mackie in S1 Exige taking the class win from Syd Reinhardt in his Elise. Phil Abraham campaigned the Clubman for this round coming home 4th in class before an oiling problem curtailed his fun early afternoon. Rob Bryden in the Carbon Exige was our representative in the R3 the Slicks class taking third in class behind the very fast Jedi hill climb special and Cameron Sell in the black Healey 3000. Class 2AM John Ribeiro was our representative and took the class win by 2 seconds in the Toyota 86, before having to leave early for a family function. Phil Tout in the Focus was our representative in Class 2BM taking 3rd in class chasing a very fast Opel all day to no avail. Class 3AM had Peter and John Taylor in the Peugeot 205 take 1st and 2nd in class despite having problems during the day, we must congratulate John on his Class win in the same car on Slicks in the MRA Series. I think we can be well pleased with our efforts on the day.

Round 7 hosted by Sprite at SMP Amaroo will be run on Sunday 22nd November; Entries are opened for the Event through: https://www.meecamsau.com/index.php?
ption=com_content&view=article&id=16&eventId=950&Itemid=478

I have also distributed Entry information for the Australian Supersprint Championships to be held over the weekend of the 14 & 15th November at Wakefield Park this event also doubles as the final round of the NSW Supersprint Championship. All information is via the CAMS Motor Event website if you need any advice as to what class you might qualify for feel free to drop me a line. Despite only having three consistent representatives in this Championship in Mark Alexander; Duncan Andrews and Andrew Challenor CLA is running 5th in the Club Championship. I'm assisting in the organisation of the Event and we are going to run a bonnet's up display on the Sunday of the Event in an effort to create that added atmosphere and get more club members involved in what is shaping up to be a great event- you are all most welcome.

See you at the Track,

Mike Basquil

Eggs Benedict 2015

Well, what a monumentally fun day! Eggs Benedict has been thoroughly enjoyed for 2015, thanks to Anne and Maurice Blackwood, so let's catch up on what went down illustrated by some magic photos by Simon Kalis.



This is the reason to turn up each year for this wonderful day

Huge thanks as always to Anne and Maurice for hosting us, thank you to the weather Gods for keeping the rain at bay (mostly!), and thank you to Simon for acting as photographer-in-chief. And a special thank you to Eddie for coming all the way from Perth to attend! That was WAY beyond the call of duty!!

I am particularly looking forward to seeing the shots of the inaugural round The Buckets – what a blast! With Ed acting as timekeeper and start/finish judge, Dave set the scene in the Evora, demonstrating that wide tyres and lots of power don't work well on damp grass!

I tried the less-than-subtle approach, and failed miserably on the first run. I didn't manage much better second time either!



Anne & Maurice's day always attracts Lotus cars from the history spectrum of the marque

At this stage in the event, the old hands showed that nimble footwork and a more judicious approach wins through. Mike set a very respectable time in the Exige, but then Pete Walker blasted the field with a very smooth run in his Elan, which proved to be unbeatable despite valiant efforts by James Cruikshank in the Elite (which, by the way, gained highest marks for grace and style, if not outright time!), Ed Holly and Stephen Palmer in their Elans, and Chris Reid in his Europa.

The D-D Trophy was awarded by a reasonable margin to Pete Walker. Well done



Pete! Well done also to Chris Reid and Steve Palmer who had a shoot-off for the tied second place, resulting in Chris actually bettering Pete's time (but this was only to decide second and third and couldn't count towards the original result as they got an extra run!)

Eggs Benedict was, as always, a brilliant day and we can't thank Anne and Maurice enough for hosting us, putting on such a brilliant event and allowing us to play on their lawn! We can't wait until next year.

By Ashton Roskill

Ed Holly can't believe the judges decision is final





CLA Christmas Party

12.00Noon, Sunday 6th December



Happy Christmas everyone! OK, so we're a bit early in the planning, but as with all our most successful events, early planning gives everyone time to decide to attend and get it past the Finance Director. And the weather currently makes me think of Christmas elsewhere.



For this year's Christmas Party we are heading North, to Bombini's, which is just outside Avoca (366 Avoca Drive, Avoca) where they have a large parking area reserved for us so we can all park together. (www.bombini.com.au)

Bombini are proposing a two course lunch, based on alternate seating, and with a delicious sounding menu of mains and deserts (attached is a sample menu, although I should emphasise that this is NOT finalised, and will include a non-meat option).

CLA will subsidise all members and their partners to the usual tune, so we are asking members to pay **$30 per head** for this lunch; personally I think this represents great value. Children are most welcome and there is a menu available at $15 per head for under 12's.



We are constrained to 80 attendees by the room available; given that we generally get around this number to our Christmas Parties, I would suggest getting your booking in early to avoid disappointment!

To book your places ahead of the crowd please take the following two steps:

1/. Write to me (president@clublotus.com.au) to confirm who is coming (you and partner's names, and names of any children you would like to bring please)

2/. Deposit the princely sum of $30 per head for adults, and $15 per child (under 12) into the Club coffers - BSB 633000 Account No 144279056 with the annotation Xmas [Your Initial Your Surname]

I look forward to seeing you there!

Happy Christmas :)

Ashton

An open Letter from CLA president Ashton Roskill

Hello everyone,

As those of you who were present at the AGM in September or who came to the General Meeting in October will be aware, a motion was raised and passed at the AGM to withdraw from the Lotus Notes publication, on the basis that it no longer represents good value for money to the CLA membership, and as a membership, you wish to spend the Club's money in other ways. Following this decision, I spent some time carefully communicating the news to the various parties involved in Victoria and Queensland, but the consistency of communication was evidently not quite right, and a good deal of emotion and in some cases intemperate outbursts has occurred over the last few weeks; this email is CLA's perspective in response to one of these outbursts.

The background to the conversation I have had with Clive Wade, Chris O'Connor and the two Peters (Hill and Murray) over the last two weeks is as follows (and you may or may not be aware that, as context to what I am about to write, I was instrumental in driving the original conversations with Geoff Noble, Craig Chalmers (and subsequently Mike Richards and Chris
O'Connor) and John King that resulted in a combined magazine almost two years ago):

CLA originally discussed contributing to the LCV LCQ magazine (Lotus Notes) on the basis of an equitable split of costs and an inclusion of our material as it was produced by the CLA contributors; the editor at the time was Cris Johansen, and he was happy to act as the compiler, passing material on to the Blackies for the equally onerous task of typesetting, conversion to PDF and printing (CLA always maintained our position that we would keep our version of the magazine electronic, rather than printed, but that was our choice.)

Shortly after the first issue of the new, all inclusive magazine in April last year, Cris decided he could no longer commit to the publication (quite understandably, as it is a significant imposte on the Editors), and Peter Hill and Peter Murray kindly stepped up to the post and agreed to take on the editorship. In keeping with their preferred philosophy (which they are entirely within their rights to maintain, since they are putting in the editorial effort) they published a set of editorial standards to which all clubs would have to agree to in order to continue.

CLA agreed to this, but admittedly with some misgivings that, as part of our contribution was outside the standards, we would not have a full representation, but we decided to persist and see if we could make it work.

Simultaneously but separately, CLA's Committee decided to challenge our previous media strategy, and as part of the outcomes of that, we agreed to invest in some more recent media outlets, such as a revised website and a Facebook presence. We also asked Tom Devitt, our Editor, to restart publication of the material he produces which does not meet the Lotus Notes editorial guidelines in the form of Chunky's Chatter. To put the outcomes of this revised strategy in perspective, our old website used to receive approximately 150 hits a month, the new one gets over 3000, and we have over
300 followers on Facebook.

Fast forward to our AGM in September this year, and we reviewed the financial position of the club as part of the AGM order of business; among our costs of doing business are our media costs, and principal among those are the not-insignificant cost of contributing to the joint newsletter; after much discussion regarding the various merits and cost-benefits of the three principle media we pay (or don't pay) for - web-presence,

Lotus Notes, and Chunky's Chatter, the motion was raised and passed by the membership for a vote, to the effect that the membership felt that Lotus Notes, in its current format, does not represent good value for money to CLA members. This is in no way a reflection on the newsletter, its Editors, or its contributors, simply a statement of financial reflection that our membership would prefer to spend their membership dues on other forms of media (and other facets of our Club). The condition I was asked to attach to this motion was to have the discussion, between friends (and I do consider Peter Hill, Peter Murray, Clive, Chris and Cris, among many others in this circulation, as good friends) to see if we could reach an agreement to continue to share material. That decision has not yet been made, and that is quite fair.

I would re-iterate that this is in no way a divisive or elitist approach to anything, simply a decision made by a quorum of our membership to alter the direction of a particular aspect of our club; whether I like that decision or not is not material, I am duty bound as President to act on the democratic expressions of our membership, and that is what I have done; calling names and introducing emotion is not helpful to the difficulty of the decision, and is also contrary to the underlying desire I and all the CLA committee continue to have to continue to foster great friendships through all our clubs. For those able to attend Lotus 2015 last weekend, you will have seen exactly that camaraderie exemplified, with, for the first time in living memory, a representation from every state and territory present at the biennial gathering. I would argue that that is far more telling of the robustness of our friendships than anything.

If anyone would like a conversation on this subject, I am of course open to that, and my mobile is 0408 202 208.

In the meantime, I will continue conversations with Clive, Chris, Peter and Peter regarding how we continue to co-operate, and what format that might take.

Best regards,

Ashton





CARnivale 2016 Moves to Parramatta Australia day January 26th.

To display your veteran, vintage or classic vehicle, it must be over 30 years old and built *before* 31 December 1985 or be an identical model run-on. The closing date for all entries is **Friday 13 November 2015** or earlier if the total allocation of space has been filled.

If your registration is accepted you will receive a letter confirming arrival times and further details on the event in mid-December. To register go to www.australiaday.com.au/get- involved/CARnivale/

Bathurst tribute to Leo Geoghegan organised by Marc Schagen

At the running of this years Supercheap Bathurst 1000, Marc Schagen negotiated with the organisers to have a parade of Loe Geoghegan's cars do a lap of the Bathurst circuit that meant so much to Leo. The lap had to be run during a period in the weekend known as a Track Break which in plain language means that the circuit reverts to a public road. This, unfortunately, excluded open wheelers from being on the circuit.



The cars preparing for the parade lap

Leo's history of motor racing in Australia was well represented with most of the cars that he raced being present (even if Peter Eppel's Lotus Europa was described by the track commentator as a type 47!). Marc's aim was to get the actual vehicles that he raced and failing that an accurate representation of the model. Peter was lucky enough to chauffer Leo's sister Marie Louise Geoghegan around the circuit in his Europa.



Europa (Almost a 47), Daimler SP 250, Lotus Seven and Elite and the car that Leo started in, his dad's black Holden 48-215 that he started racing at age 17



Vaughan Stibbard's 7 in front of Marc Schagen's Elite

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Formula 1 News

From Russia, America and Mexico

On the 11th October, at the Sochi Autodrom in Russia, Lewis Hamilton claimed yet another victory to take his winning margin to 66 points, additionally Mercedes claimed their second consecutive Constructors Championship. In the Lotus camp race day had mixed results. By lap 12 it was all over for Romain Grosjean when he crashed into the barriers, the car almost a write-off. In the end, however, Pastor Maldonado managed to keep out of trouble and finished in 7th position with 6 points coming his way.



Vlad & Bernie obviously enjoying one another's company

The luxury motorhomes and transporters then moved to the USA and the circuit of the Americas in Austin Texas. The weather was clearly going to be a problem. With torrential rain and storms lashing the circuit on the Saturday before the race it looked like the race would have to be cancelled. In fact, race winner Lewis Hamilton missed out on pole position for the race simply because he could not qualify in the atrocious weather. In the end he won by keeping his cool in a drama and incident filled race. His victory meant he has now won the 2015 Drivers Championship and so now joins an elite group of F1 drivers who have won three world championships .



The boot-scooting gals from Austin

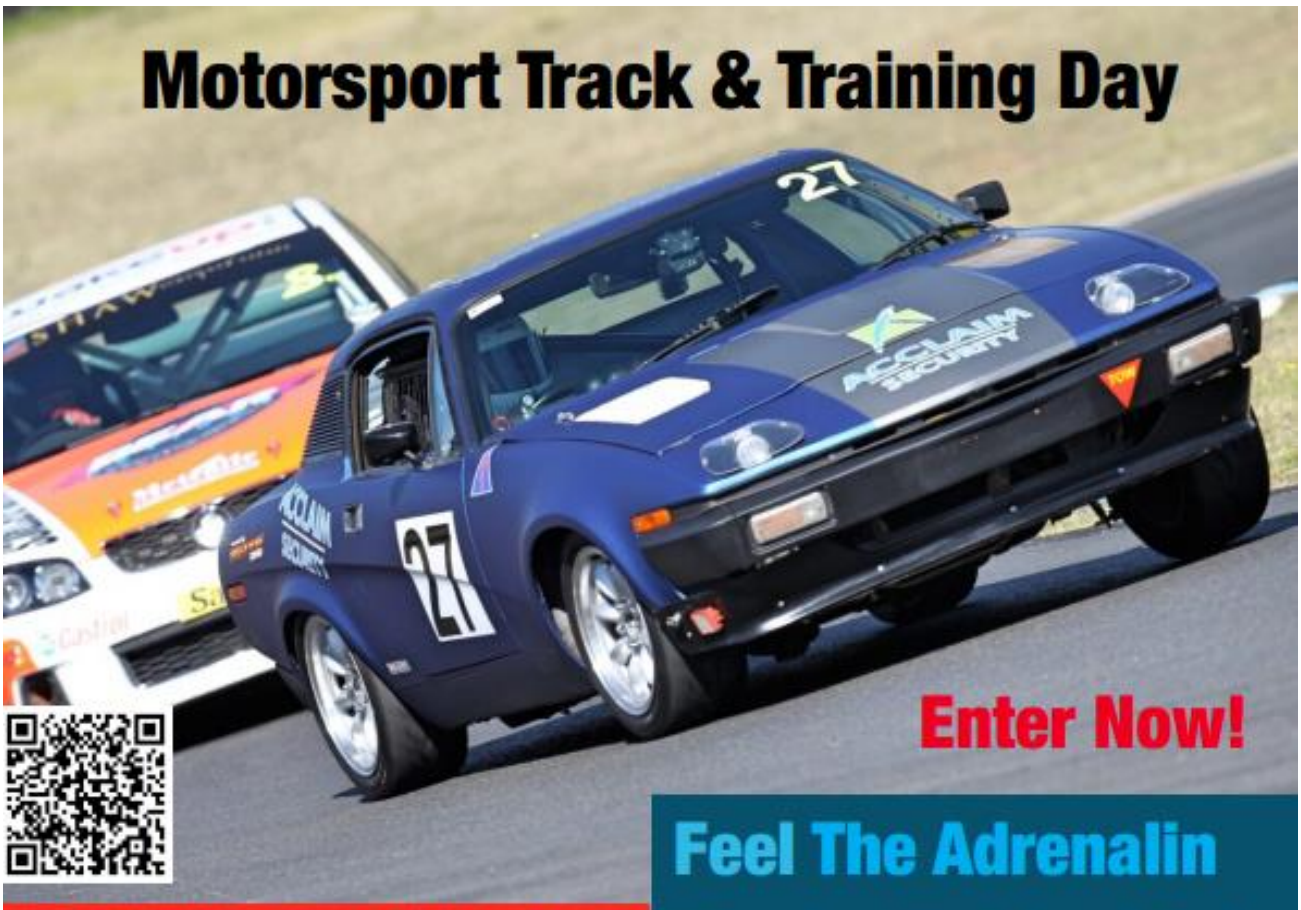
For the boys from Lotus things were not quite so good. Grosjean again retired after completing 10 laps whilst Maldonado was again in the points in 8th place with 4 points.

From there it was south of the border to Mexico and to the Hermanos Rodriguez circuit in Mexico City for the race. It was a bit of a brain-fade day for Sebastian Vettel who started in third position and when he was challenged by Ricciardo in the first corner. Vettel simply crossed over and the nose of the Red Bull hit the rear tyre of Vettel's Ferrari causing a puncture. Post race Daniel whilst not levelling any blame said "he just basically took the apex as if I wasn't there". However by lap 52 his woes had returned when he crashed after locking his tyres. "OK, I crashed, I'm sorry "he was heard over the team radio. At the end Nico Rosberg took victory from Lewis Hamilton with Valterri Bottas in a Williams in third position. After the early kerfuffle, Ricciardo came home in 5th for 10 points with Grosjean in tenth for a point and Maldonado behind him in 11th and no points.



Vettel in his 3 wheeler Ferrari after clipping Ricardo's front wing

Motorsport Track & Training Day



Full Details: supersprint27@gmail.com

Get into Motorsport!
Drive your road car at Wakefield Park Raceway

Saturday October 24

Just $130* per driver

* $130 is the entry fee. A minimum AASA club licence** is also required. These are just $50 for 12 months which will allow you to come back to Wakefield Park speed off the streets days or compete in AASA club speed events. Entries open 17th August and close 19th October.
** CAMS minimum L2S also accepted. Australian Standards or equiv. helmets required, limited number avail. for hire.

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- Experienced Instructors for first timers
- Drive at your own pace
- Learn race craft skills
- No speed limit
- Drivers grouped according to skill and speed
- Practice sessions for race cars
- This is not a timed event. Racing/ Drifting strictly forbidden
- L & P Drivers welcome
- Organised by the Triumph Sports Owners Association & CSCA
- Keeping speed off the streets through better education

LOTUS 2015 Barossa Valley SA

October 2-5

By Andrew Stevens and Neil Roberts

Photo's courtesy Simon Kallis, Scott Testi, Andrew Stevens

After years of planning, plenty of hype, and with great expectations, Lotus 2015 kicked off under clear blue skies in a Barossa Valley that was showcasing its best spring dress. The vineyards were verdant, and the hills at their very best, as the Lotus contingents from every state and territory started arriving in Tanunda. While some shipped their cars and flew, the road trips from WA, Queensland and Tassie were regaled with everyone seeming to know the exact distance travelled. The joy of driving the Hay Plains .... "are we there yet ?" was a universal experience for those travelling from Queensland and NSW.



Some of the early arrivals headed North to explore the Clare Valley, before Friday's check-in at the Barossa Weintal. Others simply found their way around some of the roads through the Adelaide Hills, or found one of the welcoming Cellar Doors scattered throughout the Barossa.







Stories of perseverance, dodging roos, not quite dodging roos, leaving fuel caps on petrol bowsers in Hay, and the fun of sharing the journey with a bunch of likeminded enthusiasts filled the air as everyone was greeted by the SA crew, and received their Welcome Pack. Featuring a Lotus 2015 Picnic Rug, Event Booklet, drink bottle, and bucket hat, plus a bonus bottle of Golding's excellent Pinot Noir, the Welcome Packs were soon snaffled up. Only one Lotus failed to arrive, although the Goodfellow's arrived in a "Lotus Statesman", having left their M100 Elan in a NSW workshop along the way. We know that the Statesman was of the Lotus variety, as it also conspired to break down along the way!

The Weintal and Barossa Motor Lodge carparks were soon looking like an upmarket used car yard with all varieties of Lotus on display. The SSC boys had arrived early to fettle some of the local SA cars ahead of the event, before joining everyone for dinner in at the Welcome BBQ.

The local organising committee were easily identifiable in their red shirts, as the Welcome BBQ kicked off in the spot lit gardens of the Weintal. With old acquaintances re-united, the evening was soon abuzz with stories, introductions, and sharing of memories and recent experiences. Many were looking forward to the Sunday track day, while others had plans to explore the Barossa. The locals were quizzed on the "best" way to get between Tanunda and Birdwood, and plans were already being hatched for return trips via the Great Ocean Road. A few eager beavers took the opportunity to seek out special guest Richard Parramint for a chat, something that comes easy to the loquacious brit with 50 years of Lotus in his veins.

LOTUS 2015 National Concours D'Elegance

Saturday dawned bright and clear, as the weather gods continued to cooperate for the Lotus 2015 National Concours D'Elegance. Held in the grounds of the wonderful National Motor Museum at Birdwood, the cars soon filled the slope behind the museum, flanked by fire trucks from the local Country Fire Service brigades. The CFS Foundation was the Lotus 2015 Charity, and the CFS supported our concourse with 4 trucks and a display of trauma teddies and CFS roses for sale.

Concours organiser David Baird quickly had the cars lined up in classes (courtesy of Concours marshall Bruce Hannant), while Tim Williams of Lotus Cars Australia added the dressing with Lotus banners. With 70 cars on display, the brilliant colours of the assembled Lotus congregation made for a spectacular sight. It was great to see Mike Bennett's Lotus 12, and a row of assembled Sevens, but sadly no Elites (of either vintage) or Excel/Eclats were able to make it. Mike fired up "353" a number of times during the day so that the glorious sound of an unmuffled Coventry Climax engine could be experienced. Rob Barker's re-engineered Europa attracted plenty of attention for its fantastic workmanship.

Fittingly for an event celebrating 20 years of Elise, the show was dominated by the range of Elises, Exiges and Europa S that have resurrected Lotus as a manufacturer. With only 16 Europa S in Australia, having 5 lined up alongside each other was an impressive site. Mark Tiddy's rare 340R joined the Series 1 Elises at front of stage. Even rarer was the Lotus 110 pushbike in attendance.

As the judges circulated with their score sheets, and artist in residence, Steve Brown, captured the cars in acrylic, Mike and Gene Bennett's wonderful audio visual presentation of Derek Jolly's interview with Colin Chapman was played within the airconditioned comfort of the Museum. The three showings were well attended, and some of the video surprised even the most well informed Lotus history buffs.

A group of SA locals had organised to bring forward their monthly run to coincide with the Concours, and arrived en mass in the car park mid-morning, having travelled in convoy through the Adelaide Hills. As the judging wrapped up, some wag commented that the "originality" section of the Concours judging sheet should see extra points for NOT being original, as improving the breed was very much in Chapman's ideal.

So after the opportunity to wander up and down the lines of cars, chat with owners or spectators, have a bite of lunch, and explore the museum, and with the judging complete, small convoys of Lotus started leaving. Many had hatched plans that involved Barossa icons such as Maggie Beer's Farm Shop, Shaw and Smith cellar door, Rockford, or St Halletts as part of their afternoon exploits, ahead of the evening's fun.

Unfortunately, on the run home, Craig Chalmers Europa S had a chance encounter with a badly driven 4WD, resulting in body damage and a broken steering rack, putting him out of action for the rest of the weekend.

The winners of the Lotus 2015 Concours D'Elegance were:

S1 Elise	Winston Piddington
S2 Elise	Tony Heard
S3 Elise	x
V6 Exige/Evora	Liz Mackie (Evora)
Classic Lotus Sports	Rob Seiler (Esprit)
Elan & Europa	x
Lotus Sedan	David Baird (Mk1 Lotus Cortina)
Lotus Seven	x

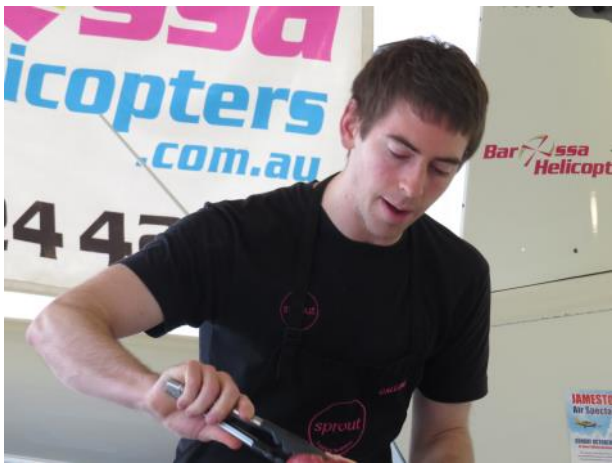
Best in Show was Rob Seiler with his superb Esprit

LOTUS 2015 CHARITY AUCTION

As the heat of the afternoon gave way to a beautiful Barossa evening, Saturday night was the full of fun with the Charity Auction Dinner in support of the CFS Foundation. As auctioneer Tim Edwards and Richard Parramint engaged in banter and one upmanship, the rapid fire auction saw frenzied bidding for some of the more sought after items. From "limited edition" Lotus prints donated by Richard, memorabilia, signed books, an original Ross Bateup cartoon, magnums of wine, to a weekend driving the latest Lotus Exige V6, the night was a spectacular success. The specially commissioned quilt attracted heavy bidding before landing with WA, while the beautiful handcrafted travelling desk will be winging its way to the USA. The WA team outbid the rest to raise the most money on the night, amidst a boisterous and friendly interstate rivalry. Winno's winning bid for the pair of overalls modelled by Richard Parramint saved further damage to Richard's sensitive parts. The accompanying food and wine was plentiful and delicious, with the event wrapping up to allow the track rats to get some shuteye before daylight saving and an early Sunday start robbed them of their much needed beauty sleep.

The parallel silent auction was well supported, and there was great interest the next morning with bidders clamouring to see if they had been successful. Many had! Some even remembered what they had bid on the night before.

Overall, almost $10,000 was raised for the CFS Foundation on the night, which is a fantastic outcome. The Country Fire Service volunteers are true heroes in our rural communities, exemplified by their efforts fighting the Samson Flat bushfires in the Adelaide Hills in early 2015. Our support of the CFS Foundation will enable them to support their volunteers in times of need.



Callum Hahn of MasterChef fame

Magical Mystery Bus Tour

The social bus tour led by Susan on Sunday was a light hearted but fun (and food) filled day. After being picked up at their hotel, the guests were whisked off to Barossa Helicopters at Lyndoch where Callum Hahn of MasterChef fame was the star attraction. After Callum's cooking demonstration, replete

with hints on how to extract and merge flavours, everyone joined in a hands on candle making workshop. Next up was the helicopter joy flight over the Barossa, with cameras out to capture the experience, and a sumptuous lunch.

After retrieving their finished candles, everyone boarded the bus to historic Seppeltsfield and the spectacular Ceramic Art exhibition at the Jam Factory. From Seppeltsfield, our touring band was welcomed to the Gully Gardens dried fruit farm. After an educational welcome and video, afternoon tea was served and the visitors got to explore (and purchase) the wonderful products on display.

All in all, a great day, depositing everyone back at their hotel in plenty of time to freshen up and put on their finery for the gala presentation dinner that evening.



The whispering wall of the Barossa dam



Yep, 3 people plus the pilot!! But what a thrill!!

GALA PRESENTATION DINNER AT YALUMBA SIGNATURE CELLARS

As the track day participants drifted back from Mallala, guests started assembling in anticipation of the night's gala dinner. With catering by Ellie Beer's The Farm, and wines selected to match from the cellars of Yalumba, the air was fairly rippling with anticipation.

As people disembarked from the busses and walked through the historic gardens, they were greeted by the late John Stephenson's immaculate Series 1 Elise, and the very latest Exige V6 courtesy of Lotus Cars and SSC. With canapés and sparkling wine served to the lilt of strings and piano, under a sky golden by the setting sun, the anticipation turned into excitement as people were ushered into the spectacular Signature Cellars.



Guest got Lotus 2015 Richard Parrimint

We were welcomed to Yalumba by their Chief Winemaker, Louisa Rose, daughter of Neil and Liz Roberts. Louisa explained some of the history of Yalumba and the Signature Shiraz, after which the Signature Cellars are named. She set the scene for the wines through the evening and the matching with the meal.

After the delicious dinner, Richard Parramint spun his magic on the audience, reminiscing on 50 years with Lotus, meetings with Colin, and the changes to Lotus over the years. He had brought with him, a rare video interview with Hazel Chapman. At the end of the interview, Richard asks Hazel where the name "Lotus" came from, knowing that Hazel had never before revealed this. Those who were there have been sworn to secrecy regarding the response.

Following the interview, Richard opened the floor to questions, before dessert was served.

Trophies for Concours and Track day were in handcrafted presentation boxes courtesy of Lee Rolph, and were simply unique and coveted. After the presentations, Ian Peters introduced a new Perpetual Trophy in honour of the late John Stephenson, one of the founder members of Club Lotus in SA. Ian's moving tribute to John, was matched by the spectacular carbon fibre, Perspex, titanium and stainless steel trophy crafted by Wayne MacIntosh. To be awarded biennially for Engineering Excellence, the inaugural winner was Mike Bennett, for his restoration and engineering of his Lotus 12 # 353, the first ever Grand Prix Lotus. Congratulations Mike.



Engineering Excellence, the inaugural winner was Mike Bennett, for his restoration and engineering of his Lotus 12 # 353, the first ever Grand Prix Lotus.

All too soon, we had listened to the CLV contingent reveal their plans for Lotus 2017 in northern Victoria, Ashton and Andrew had thanked the fantastic team who had made this happen and we trouped off to the busses and bed. Weary, but exhilarated at having experienced something very special. A memorable night spent with friends, great company, an entertaining speaker, and wonderful food and wine in an iconic setting.

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Mike Bennett's Lotus 12 at the concourse the day before



On 4 September the NSW Minister for Roads, Maritime and Freight Mr Duncan Gay announced a two year trial of a Classic Vehicle Log Book scheme which will allow owners of vehicles with Conditional (Historic) Registration to use their cars up to **60 days** each year, commencing 1st October 2015.

This scheme will allow much greater flexibility than the current system which restricts the owner to club events and maintenance runs only.

To qualify for registration of the car via the Classic Vehicle Log Book Trial the owner must be a member of a recognised car club that has opted into the new scheme and the car must be 30 years old. This is the first stage of a two stage process. In early 2016 a "Modified Classic Vehicle Scheme" will be introduced.

This will be a unique opportunity for you and your club to clarify some important points regarding the Classic Vehicle Log Book Trial. *Whether you maintain your Club's Historic Plate register or are a club member using the previous historic conditional registration system,* this meeting is your opportunity to get the good oil.

The Royal Automobile Club of Australia, established in 1903 as a body to represent motorists with regard to early state legislation and extend the range of "pleasure driving" in New South Wales is uniquely positioned to host this event.



Invitation to

ROYAL AUTOMOBILE CLUB OF AUSTRALIA

Incorporating Imperial Service Club Limited

All you would like to know and all the questions you would like to ask about

CLASSIC VEHICLE LOG BOOK TRIAL

All car club members and enthusiasts are invited to join the RACA Motoring members at a meeting where senior representatives of RMS will explain the workings of the trial log book system and answer any question you may like to raise.

Guest presenters: -

Peter Wells
RMS Director of Compliance & Enforcement
Graeme Faulkner
RMS General Manager Customer and Support Services

Date	:	Wednesday 4 November 2015
Venue	:	The Royal Automobile Club of Australia 89 Macquarie Street Sydney Phone: 02 8273 2320
Reception	:	Informal gathering for drinks and Members Bar Meals ($15 to $25) from 6:00pm, Member's Bar, 3rd Floor
Guest speakers:		8:00pm Elizabeth Room, 2th Floor
Parking	:	Limited parking at Club. Parking Fees apply. Ring RACA 8273 2300 to make a booking. Alternative is train or ferry to Circular Quay with easy access to the Club along Alfred Street (walk below rail line)
Dress	:	Collared shirt, slacks and shoes.
RSVP:		To Alan Hunt - email: hunts@optushome.com.au Phone: 9651 2961 By Monday 2nd November ***www.raca.com.au***

Find us on Facebook ***www.facebook.com/RACAMEG***

NSW & WA CLA Diary 2015

Month	Day/ Date	Event	Location
Nov-15	Monday 9th	WA Fish & Chips	TBA
	Tuesday 10th	CLA Monthly Meeting	TBA
	Sunday 15th	WA Early Morning Run	TBA
	Sunday 15th	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sat 21st & Sun 22nd	War-birds down under air show	Temora
	Sunday 22nd	CSCA Round 7 SCCA	SMP South (Amaroo)
Dec-15	Sunday 6th	CLA Christmas Party 10.00am	Gough Whitlam Park Tempe
	Monday 14th	WA Fish & Chips	TBA

For Sale

For sale -



Coventry Climax fire pump for sale. Bought for display in our car museum but now no longer required. Good for display or maybe as a source for a Climax motor - $$2,950.

Phone Richard on 0418820209.



