November 2016

Chunky's Chatter



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



Inside this issue

- Lots of news from WA, SA and Tasmania
- Peter Eppel tours some of the great circuits of Europe
- Latest update on the Lotus Elite Diamond Jubilee
- Part 2 of the Brian Caldersmith story
- 2016 AGM

Club Lotus Australia
November 2016

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

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

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Cover Photo: Lotus 43 winner of the 1966 US GP. At Oulton Park 27—29 August 2016. Photo from Peter Eppel.

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

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Presidents prattle
With Ashton Roskill

Morning all,

Apologies for the delay this month - entirely my fault as I was too busy having fun in the Eleven....so this is a short one, you'll be pleased to find.

It's probably timely to remind ourselves how lucky we are to have such a committed, brilliantly organised and friendly Australian Lotus importer and dealership in Simply Sports Cars; they have just pulled off two successive weekends of outstanding Motorsport and highly social entertainment and I for one have had a ball and am deeply indebted to them. So a huge thank you to Lee and all his wonderful team for the Winton LOTD and then Targa High Country. We had 19 Lotus cars at Targa. Quite brilliant!

So come along on 16th to our monthly meeting at their showroom and workshops at 17 Hotham Parade, Artarmon to see the cars, the team and of course the photos.

We also have the unique opportunity later this month (19-20) to join the HSRCA's fantastic Tasman Revival race meet - we have our very own regularity sessions across the weekend, and it's a great chance to get your car on track in a very safe environment as there are only going to be Lotus cars out there. Full details on the website including the link to register - do it now!

And finally our end of year Christmas Party - I know, it can't be true but we are nearly in December, so send me a note and transfer the funds if you've not done so already. We will send a separate email with instructions nearer the time but the plan is to meet at McDonalds in Thornleigh at around 8.30 for a leisurely drive up the Old Pac Hwy to lunch.

I look forward to seeing lots of you on 16th, over the following weekend at Eastern Creek, and then at our Christmas Party - in the meantime keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Hello everyone, News just to hand from Lotus is that the Evora 400 has come second in Road & track's Performance Car of the year only pipped at the line by the Acura NSX. Considering that the Acura sells in the US for $202,960. And the Lotus $103,585. That is a pretty good effort. It also means that the Evora beat the likes of the AuduR8 V10 Plus, Jaguar F-Type SVR Coupe, McLaren 570S and the Porsche 911 Turbo S.

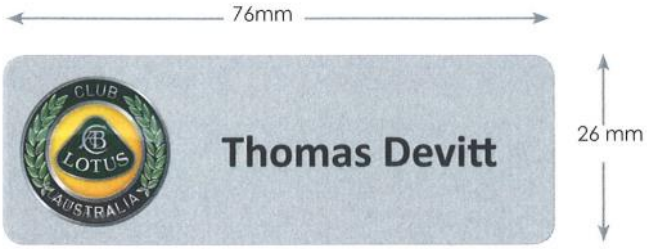
In summing up the R&T team said "The Lotus is a thrill at any speed. The steering is untouchable in this company: the pedals are weighted to perfection. Feedback is absolute and millimetre-precise… Fully deserving of the ACBC badge on its nose, this brave and charming two-plus-two is perhaps the finest over-the-road enthusiast vehicle for sale at any price. .

By the way, the first 2016 Acura production vehicle with VIN #001 was auctioned off by Barrett Jackson on January 29, 2016, NASCAR team owner Rick Hendrick won the auction with a bid for US$1,200,000. Which was donated to charity.



The Evora 400 comes a very commendable second in R&T's performance car of the Year

Now all CLA members should have received their name badges by now. If you are a paid up member and you have not got your badge then please contact me quickly. I need the name as you want it on the badge and the address the badge is to be posted to. Email me at t.devitt@bigpond.com.



If you would like a badge for partner, wife, children, pets etc. these can be organised as well. Again send me the name as you want it on the badge and the address the badge is to be posted to. What you will need to do is to pay the club $10.00 for each extra badge you want. (This includes the badge and postage to you).Pay this by direct debit to BSB 633000 Account 144279056 with the reference SURNAME/BADGE. However you have to be quick. Our offer on these badges expires early December

Elsewhere in the newsletter we have news from Tasmania, South Australia and Western Australia as well as a terrific article from Peter Eppel who has just returned from a racing season touring some of the great circuits of yesteryear around Europe, half his luck!

Finally we have had to cancel the last of the 2016 Lotus Lunches due to a collection of difficulties. Back bright and cheery next year!

Tom

From the Track with Mike Basquil

2016 CSCA October Report

Round 7 of our Series hosted by Triumph was the final round for the season so now the planning for 2017 – actually this started back in June when your delegates all attempted to get track bookings as they are a highly valued protected species. There is the Tasman Historic meeting in November at SMP where we have been invited to Run Lotus ONLY regularity, quite a few have already entered but we need more HSRCA would love to have a field of 30 cars and it should be a fun weekend so have a serious think about entering any questions feel free to drop me a line and I will assist in what ever whey I can.

2016 completed means we need to look over the results and to see who gets the accolades for their performances; firstly I thin you all should all take a bow as CLA comprehensively won the Club Championship by 340 points. On drilling down into the data reveals why we supplied 139 entrants from a total of 557 when you factor in that of those 139, 92 were running Marque cars and you gain an extra point for driving a marque car and Lotus is the only British manufacturer supplying a suitable vehicle the rest didn't have much hope but the Sprite Club is trying to match us with Marque cars and having just as much fun as us all be it that bit slower.

Class Results were just as impressive Len Goodwin had clean sweep of the early marque classes again winning *Class C8* the battle in this class was between the MGB's and the TR7 of Alan Cameron all hoping to get closer to Len's times in the 26R Replica. *Class D8* was the battleground of the naturally aspirated Elise / Exige and it is a battle ground with only a hand full of points. Rex Hodder coming out on top, as has become the norm with James Kinghorn a very close 2nd with Richard Wodhams 3rd and it probably would have been closer still if some runners could have completed more rounds only Richard Wodhams posted time in all rounds on this class. *Class D0* had Mark Alexander a class winner again and fastest Marque car in all rounds in his Exige S, Mark had to work hard to post his impressive times and car and driver development is ongoing. Steven Alcorn was 2nd his confidence in his Elise S grew as the season continued until he was consistently 2nd in class Leigh Fuller was 3rd even after updating the Elise S to a V6Exige putting him into another class for the second half of the season. *Class D1* had Martin Duursma the class winner in his V6 Exige if tarmac Rallies hadn't been the reason for a couple of missed round I'm confident Martin would also have made a clean sweep Leigh Fuller in his Exige V6 was 2nd and may give Martin a very hard time in 2017 2nd in class only having contested in four rounds and a place getter in another class as well see Leigh taking home lots of the laurels. *Class R7* saw Dave Mackie in his HPE Exige top the class and kept very honest by Syd Reinhardt in his Elise HPE now if Tim Mackie in his Elise HPE joined the fray it would get very interesting at the top of the time sheets. Terry Waugh in either the Westfield or the Banks Europa was 3rd in class – the Europa looks the business on track. Jake Hobbs in the Comtec Formula Ford was 2nd in *Class R8* despite only completing 2 rounds the NSW F/Ford Championship being the focus this year. In the Non Marque Classes Campbell Smyth in the Renault Clio placed 3rd in *Class 8AM*. *Class 2BM*. Saw Keith Edwards in the Audi RS7 take 2nd in class and could have put a lot more pressure on the winning Opal OPC if back surgery hadn't curtailed his activities; Phil Tout in the Focus ST was 3rd and would have made life difficult for Keith in this class but working overseas resulted in him only entering 3 rounds. *Class 9BM* had Peter Deller in the Commodore a class winner with co pilot John pushed into 8th place in the Commodore these guys are the entertainers in the group always on the edge often sideways marked by huge smiles. The upshot of the class results is that any class CLA competed in resulted in us being always in contention for the major places and

more often than not competing against ourselves on the timesheets all mixed with the continual ribbing and camaraderie that is the hallmark of the Series.

In the Drivers Championship Mark Alexander and Len Goodwin are on equal points so will have to share the Drivers Championship with Leigh Fuller third; consistent and fast all year congratulations. Jen Hogan placed 3rd in the Ladies Championship being a Mum certainly slows down the Motorsport activities but well done it is open to conjecture to the number of drivers present at Jen's last event. Our Presentation Evening is still up in the air at present as we try to divide the loaves and fishes after the financial loss we suffered running the Driver Training Day, first order of business is to organize the trophies then work on celebrating the winners and this season's Series.

The 2017 CSCA Calendar is complete after much to and frowing the dates are:

Round 1 CLA 11th March Wakefield Park

Round 2 MGCC Clubs 2nd April SMP North

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 Marulan

I think we have achieved a pretty good spread across the season and all tracks are represented so now is time to mark calendars and get your selves organised especially for Round 1 which we are hosting and as in the past it will be all hands on deck to make this the event the others try to emulate. I have distributed the Permanent Number Order forms and we would like to get this completed as much as possible by the new year so be early if you have a number you will to keep or reserve, payment this year is only via Direct Deposit.

Don't forget about the Lotus Only regularity at the Tasman Trophy I have no doubt it will be fun, full details are on our Club website with a flyer in the magazine. Finally if you wish to be on my mailing list for notification of events and happening drop me an email

See you at the Track,

Mike Basquil

Last Lotus Lunch for 2016

Limani's on Narrabeen lagoon

11 Narrabeen St, Narrabeen NSW 2101

12. Midday Saturday 12th November



Cancelled

Located on the waters edge of Narrabeen Lagoon on the northern beaches of Sydney. Limani's Restaurant with its tranquil and unique setting promises to take to you to another time and place as you relax and unwind while enjoying fine food, great service and magnificent view.

Their accomplished chefs have combined creativity and experience to introduce to you a choice of modern and traditional seafood in addition to some modern Australian dishes.



Enjoy our last get-together before the frantic pace of the festive season, nothing could be better than a laid back lunch. We have a table on the balcony if the weather is fine so don't forget sunscreen and a hat

Quokka Talk

By Eddie Lankhorst & Vicky Rowe

Last month I made mention of the closure of the RAC Driver Training centre and our much loved race track. In the meantime a group have been busy working on ways to keep this facility open. The latest being a submission of Noise Management action plan to the authorities and if this gets passed then who knows, we may get our track back as independent business. I certainly hope this comes to fruition.

We have had a busy and active October so far.

Our first event was the Fibreglassics run which had a selection of cars including, Marcos, Corvettes and 5 loti. We dominated the group in more ways than one, making me proud of our turnout. The first stop was Fiora Machinery where the owner proudly displayed a selection of Austin 7's and a few other specialist street machines all hand built as side line to his machinery business. The final stop was a further 80k to Jarrahdale pub for lunch and chatter.

Next we had our Boab Meet & Eat, regularly held on the second Monday of each month, and each meet is a guess as to how many cars will turn up. To my surprise we had 10 cars and their owners plus. After a wait for Steve Metlitzky, we got the call that his car started playing up about five km from home so he abandoned his visit and returned home. So without Steve, we headed off for a drive around the Swan River and finished at the Como Hotel. Great cars, great company and good food made for a fantastic night.

Always a bit out of time, but on 22nd and 23rd Oct we plan to visit the Shannons Perth Classic weekend of racing F5000, and other historic classic racers. So look out for our write up and pictures next month.

Bindoon via Toodyay – Just perfect!

By Vicky Rowe



Cobra's showing off!

Hip hip hooray! Spring has arrived! It was a glorious morning and we were all in great spirits, looking forward to enjoying a drive in the country in the sunshine (finally!). 10 assorted Loti with 18 smiling faces smiled even more broadly when we announced that we we're heading to some of our favourite roads around Toodyay. Greg in his Marcos, from last week's fibreglassics run, decided to join us again, so that finished off a perfectly colourful procession as we left Guildford.

Very few of our runs are ever perfect. There's usually missed turns, dead ends, unexpected dirt roads or some kind of mishap. It's no big deal. In fact, it's all part of the fun. But I gotta say, this run seemed to be as close as 'we' can get. It's the sort of drive where the great roads just kept coming.

Eddie threw in some old favourites, such as Brigadoon. Whenever we visit this area I think it has been built just for us. I guess that eventually the area will be bustling with some lucky residents, but we seem privileged to have the place to ourselves to enjoy the beautiful roads and spectacular views, including the 'slow points', challenging us to go anything but slow.

To our surprise we managed to fit all our cars into the little carpark alongside the well sculptured park in Brigadoon, providing a beautiful back drop and opportunity for a photo stop. Perfectly positioned, we chatted and admired, oh and of course, took plenty of pics. We didn't have a lot of time to waste though, there was still over 100km to go!



A very neat line up of Lotuses plus a Marcos at Brigadoon

Just down the road we reached the all time favourite part of the Lancewood Avenue. A Double Roller Coaster road would be a more apt name for this section and what a wowser of a roller coaster it is. Greg in the Marcos later described his despair when the road appeared to drop out from beneath him, at the top of the crest. And apparently Les has a photo of me climbing the first incline and it looks like I'm on a vertical wall of road. It doesn't matter what car you're in this road is perfect joy!

Onto another favourite, we saluted Brocky's monument as we flew down O'Brien's road. Then navigated a series of Targa roads around Toodyay. Funny name this place, but most of us car folk know the area well. The town itself isn't that special, but the earth upon which this sits certainly is, especially on a sunny spring day after months of rain. It was the perfect day to enjoy the country side of green rolling hills and trees, rocky outcrops, and wildflower carpet of mauve and yellow.

Agreeing to sit at the tail of the group, Jen (with Mark in the Espirit) had the walkie talkie. We were able to keep in contact and keep track of what was going on back there. A couple of times though we lost track of a few cars. Apparently our epic drive was testing the bladders of a few in the group. I too was feeling a bit hollow, so we headed towards our final destination, the Bindoon Bakehaus and Cafe.

Coming from the north, we had a new road to explore and over 30km to travel. Well, what a surprise. It's not often to find a twisty, narrow and challenging road that is sign posted 110km/hr. I think that might be unique to Perth. I'm not sure there are any roads over 100km/hr on the east coast, is there? It seemed like the perfect road to finish our near perfect Early Morning Run.



Bentleys at Bakehaus

We turned on to the highway (100km/hr) and arrived at the very busy Bakehaus. This is a favourite for car clubs and motorbike groups and today was no exception. In fact we were joined by the Cobra car club and then the Bentley owners car club, including about four real old girls from the 1920's and 30's. Each of these cars has an exceptional history and many are still used in events all around the world. While admiring these machines we realised one was a 1930 Van Den Plas owned by the Runciman's, parents of Evora owner Doug. This particular car was a West Australian Police car from 1930 to 1947. Jim and Glenys are very active members of the Bentley owners car club organising lots of drives and events. Today was the start of a week long trip heading out to Esperence via Albany. No doubt they're trip would be a slower pace than our usual drives, but it doesn't matter what the pace or in which vehicle, car people just love to be out in their cars on the roads. Sounds perfect to me!

Photos Eddie Lankhorst & Vicky Rowe

Our Tasmanian correspondent John Barrass sends us the latest from the National Automobile Museum of Tasmania,

It's Winter here in Tassie but we don't let that stop us and on the Lotus front there have been a few happenings.



On the cars coming and going front, I have brought back a 1968 Type 51 FF from Queensland and another two early Elites have been unearthed here, see museum news below for details on one of them.

The National Automobile Museum of Tasmania, where I am a volunteer one day a month, has a themed exhibit that changes every three months and from mid-September until mid-December the Theme is "Lotus Engineered to Win". We have ten cars on loan from the owners to display in the theme area this time.

- 1962 Elite – This was unearthed when looking for suitable cars for display and lives only 10 kilometers from Launceston. The owner has had it for a long time now and brought it over from the UK with him. It is currently nearing the end of its renovation, a very interesting car to suddenly appear and the owner is a real enthusiast for both Lotus and Aston Martin. Details have been sent to Asthon and I shared the last CC with the owner Duncan as it had a feature on the Big Elite reunion scheduled for next year.
- 1967 Elan S3 Coupe (belonging to my wife Paula)
- 1970 Elan Plus 2S (Utterly superb car and easy concourse winner in every detail, currently for sale)
- 1970 Lotus Twin Cam Escort
- 1972 Europa
- 2002 – Elise
- 2009 Westfield Eleven – With no Original Elevens in Tassie we really did not want this significant model to be unrepresented in the display, and the Westfield on loan is a real beauty that is actively campaigned down here



- 1968 Lotus 51A Formula Ford
- 1970 Lotus Seven S4
- 1989 Lotus Esprit Turbo

Thanks go also to our good friends at Simply Sports Cars who have enthusiastically assisted us with the display and provided us with one of the 4-metre long Lotus History Banners designed by Zed to display with the theme.

If you are visiting Tasmania over the period that display runs for, please drop in and take a look. The Museum also has a great selection of other vehicles on display – Aston Martin DBSZ or Alfa Romeo 6C anyone?

The Baskerville Historic Racing event was run in conditions of torrential rain and flooding over three days from 30th of September, and despite the terrible conditions

the teams and drivers put on a great show.

Lotus Club Queensland member Graeme Vaughan was there running his very actively campaigned Elan S4 Coupe, which he has run in the last two Targa Tas events as well. Thanks to a stroke of luck Graeme scored one of the garage marquees that was on bitumen and out of the mud and flooding, which had him and Anne looking very relaxed and dry while others plodded through the mud.

There were also a couple of Lotus Cortinas and Lotus Twin Cam powered Anglias. It was, in spite of the weather, a good meeting and well attended by spectators, some of whom were bogged up to the floor pan in the spectator parks – and that was the 4 wheel drives! All part of a memorable family day out.

It was also a handy meeting for me as Graeme had parked next to a local from Launceston running a historic Swift FF and after a chat with the owner of that, I now have contacts in the state to help me in maintaining the Hewland H6 in my new 51A and for repairing a couple of small spots on the fibre-glass belly pan.

Can't wait for Lotus 2017!

Cheers from Tassie – JBee







OK Nothing to do with Lotus but what a great gadget. Labatt's is a Belgian-owned Canadian beer

Peter Eppel relives his fantastic tour of some of the great circuits of yesterday

I know that this would sound more impressive if headed **'LETTER FROM OULTON PARK GOLD CUP, ZANDVOORT HISTORIC GRAND PRIX, ASSEN even or especially REIMS'** but I was too busy having a great time to write from Europe in the style MOTOR SPORT's renowned Continental Correspondent, DSJ, so now I am writing from Erskineville on my return.

But to begin at the beginning. I was most fortunate to be invited by fellow HSRCA member, Wayne Wilson, to accompany him as spannerman on his Brabham BT21 on his latest historic motor racing sojourn in Europe to all the above venues. The BT21 is the pale blue car in the attached photos. We also travelled with Tim Kuchel from Adelaide and his mate Ken Picken with Tim's Brabham BT18 (the green car with yellow stripe). I will attach some photos that hopefully capture the flavour of these fantastic events.

27-29 August - Oulton Park Gold Cup.



Beautiful circuit in parkland setting. As the historic F2 cars had 'top billing', we enjoyed the relative comfort of a garage on pit lane, so were always close to the action. Great array of cars of the sort that we like, including 4 Europa T/Cs in the 70s Road Sports Championship, a great WWII military display that paid homage to Oulton Park's role as the staging camp for General Patton's tanks before they set about the liberation of Europe, interesting local culinary delicacies in the artisan food stalls.



The highlight: definitely the Lotus 43 with the BRM H16 engine - its only victory being the 1966 US GP at Watkins Glen, but what a sound.

3-4 September - Zandvoort Historic Grand Prix.



This was the 5th edition of this event in the famous dunes, so close to the town, and is a great event on the historic calendar. The F1 and big banger sports cars got the pit lane garages, so we were downgraded to the rather crowded support paddock with the Brabham under the awning of the motorhome, feeling very much like a 1960s race mechanic. Fabulous racing cars from 1920s Le Mans through to 1980s F1, plus racing motorcycles up to 125cc.



The highlight: Posters all round town advertised **"The boys are back in town"** and indeed we were, when on Saturday evening, all the racing cars paraded through the town. Started at 7pm when still light. Those competitors with saloon or sports cars could squeeze in their mates, wives and girlfriends to share the fun. I saw a tiny Chevron B8 with 3 people in it. Racing cars parked all through town outside all the bars and restaurants, even very expensive Ferraris, normally only seen in the back pages of the glossy motor mags, now casually parked in the narrow streets. Crowds, fun and joyous partying. Have a

look on youtube. Then at 9.30pm or so, you get to drive back to the circuit in the dark. Interesting in an open wheeler with no lights.

Luckily, I was on our zippy electric bicycle which has lights. And I only had 3 beers.



10-11 September - Assen.

A chance to visit the home of the Dutch MotoGP, interesting and fun but otherwise more a club race meeting than the stellar events above.

18 September - Circuit de Gueux, Reims.

Not a race meeting but a celebratory visit to fading relics of the heroic age of motor racing, the remnant grandstands and pit buildings on the D27 some 10 kms south-west of Reims, scene of the French Grand Prix from 1926 (90 years) to 1966 (50 years) - the last won by 'our Jack' in the Repco-Brabham. The celebration was organised by ~*Les Amis du Circuit de Gueux*~who are committed to the preservation of this iconic motor racing site.



After a few days relaxing in the champagne region, we arrived Saturday afternoon (3 Aussie Brabhams - Wayne, Tim & Peter Barclay plus another Brabham - Gerald from Dusseldorf), set up camp in the old paddock and met ~*Les Amis*~ A plaque commemorating Jack's 1966 win was unveiled, champagne was drunk, with delicious local food, camaraderie abounded. Highlight was meeting Monsieur Jean Berger, the Race Director from the glory days of the track. Now some 90 years young, Jean drove out from Reims in his lovely Lancia Flaminia, bringing the original French National (starting) and chequered flags from those long ago races. And that was just a warm up.

Sunday was the big celebration day. The normally busy D27 was closed for the day to allow the festivities to take place. Being France, first arrivals were the boulangerie / pattisserie and coffee stalls. Then the Car Clubs - Renault Alpine, Renault 5 Turbo, some Caterhams, Lotus plus lots of other great cars. The champagne stall set up about the same time but did not do really brisk business until the sun was over the yardarm. The 4 Brabhams brought the circuit back to life with runs up and down the old straight in both morning and afternoon. French television reported on this happy occasion, such a change from sadder events of recent times.



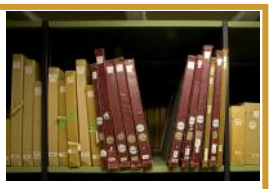
I think what really touched our French hosts was that we so valued their heritage, having brought our racing cars halfway around the world. A fantastic day, sad to leave and look forward to returning.

Note that wearing my green Club Lotus Australia overalls went over very well at these events. Great credit to James for organising them.

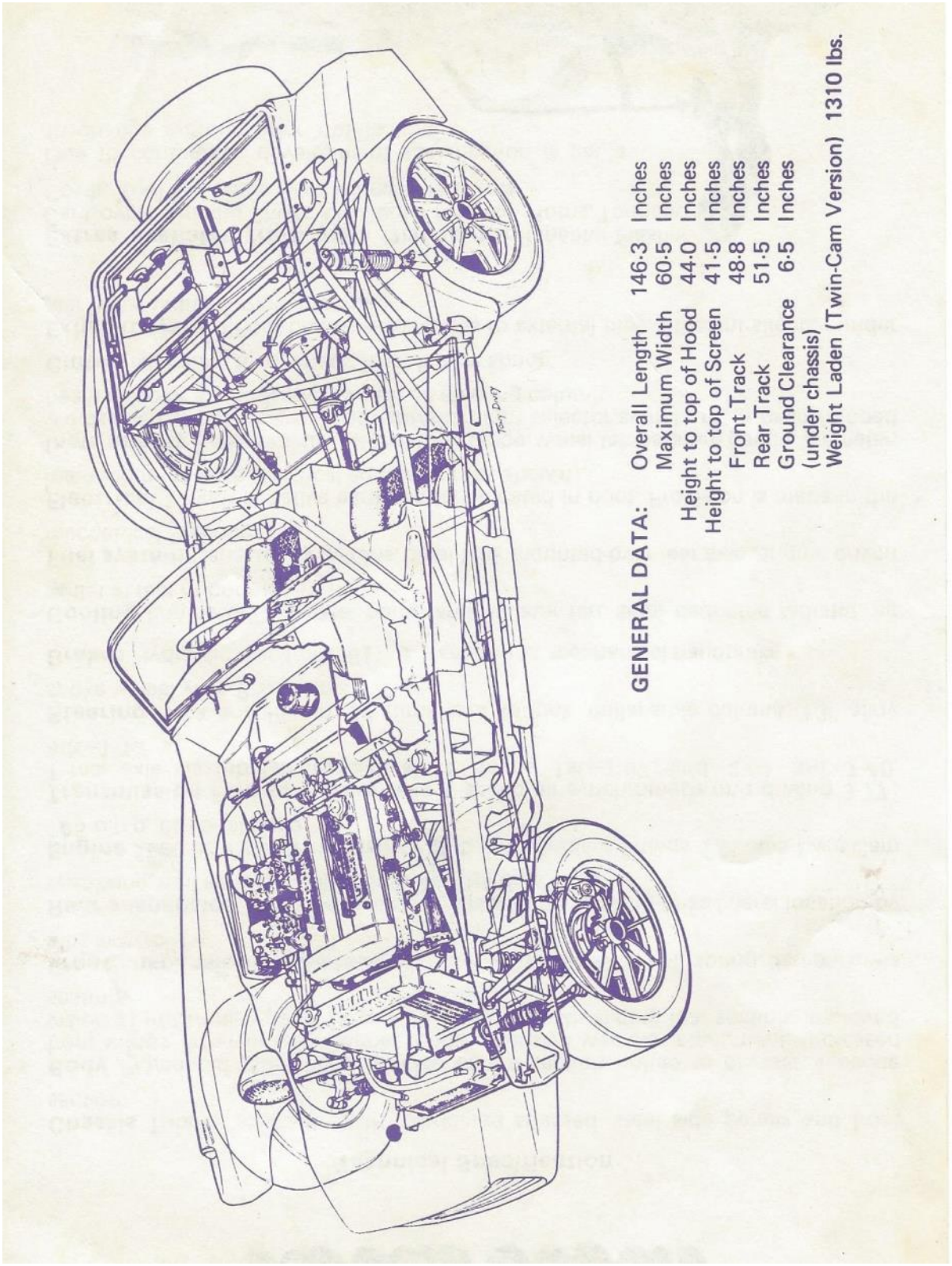
Cheers,

Pete.

From the Archives



Before the days of fancy photocopiers there were typewriters and gestetner machines to produce advertising material Thanks to Brian Sutton for this Lotus Seven series 4 brochure



GENERAL DATA:

Overall Length	146·3	Inches
Maximum Width	60·5	Inches
Height to top of Hood	44·0	Inches
Height to top of Screen	41·5	Inches
Front Track	48·8	Inches
Rear Track	51·5	Inches
Ground Clearance (under chassis)	6·5	Inches

Weight Laden (Twin-Cam Version) 1310 lbs.


TASMAN
TROPHY
2016
NOVEMBER 19 - 20
2016 Tasman Tour
Formula Junior
Diamond Jubilee
Dawson Damer Trophy
Group S Relay Enduro
All-Lotus Regularity
SYDNEY MOTORSPORT PARK
HSRCA

Earl's Court Lotus Elan SE Launch Car Rediscovered

Story courtesy of The Lotus Forums



The actual vehicle that was unveiled by Lotus CEO, Mike Kimberley, at the 1989 Earls Court British Motor Fair, has recently resurfaced after languishing unused and unloved for several years, having been rescued by Lotus enthusiast and dealer Guy Munday.

The oldest surviving prototype (No14) even pre-dates the decision to resurrect the "Elan" name and, therefore, is registered under the project codename "Zante". It is thought to be the only surviving example still to wear this name. Accompanying the car are internal documents circulated amongst the Lotus senior management in the build up to the show providing indisputable provenance regarding its role in Elan M100 history.



PP14 includes many features that didn't make it through to the production cars and offers a fascinating insight into the early development of the car. One feature that did make it to production but only for a short while are the double flip "opera glass" headlamps which are still present and working perfectly!

Following its' centre stage appearance at Earl's Court, the Zante went on to appear at the Scottish Motor Show in Glasgow before being retained by Lotus for two years, undertaking VIP duties

around the Hethel site, eventually being sold to its' first owner, a Lotus employee.

Having recently acquired the car, Guy set about a full mechanical refurbishment, enabling the vehicle to be submitted for an MOT test. The bodywork, interior and carpets were found to be in remarkably good order, the hood has recently been replaced and the wheels refinished.





Answer to last months "Now who Said That?"



Marc Schagen got it right with Ian Scott Watson . It is an excerpt from a letter he wrote to Motor Sport Magazine the complete letter is published below

Sir,

I have an apology to make. In my letter (published in the January issue) I cast doubt on the authenticity of the photo of the Elites in the December feature about Colin Chapman.

Tony Bancroft (whose AC Ace is lying third in the photo) has written to me pointing out — quite correctly — that the photo was of that memorable Boxing Day 1958 race at Brands Hatch, albeit misleadingly captioned: No57 is Chapman, ahead of Mike Costin and Tony — but Jim is sufficiently far ahead of 'The Guv'nor' to be out of the picture.

One indelible memory is of walking through the paddock and overhearing Colin and Mike having a right old argument as to who was to cross the line first, both claiming their respective wives had insisted it was to be their last race, and both wanting to be assured of that last win.

A few yards further on, I saw a row of bookies' stands offering 'Evens' for Chapman, 3/1 for Costin and 10/1 for Clark. Knowing Jim as I did, and irrespective of the fact that it was his first race at Brands, and that we'd just picked up the car new from Colin Bennett (Lotus sales manager at the time) just three hours earlier at our Mayfair hotel, I popped half-a-crown on him. It was this which probably sealed his fate in that race, knowing my luck with bookies!

I am, Yours Ian Scott Watson, Greenlaw, Berwickshire

This race would have been easily won by Jim Clark had not an Austin Healey Sprite spin in front of him on the last lap baulking his progress and allowing Chapman and Costin to slip by

Now, Who said that

A monthly quiz with the challenge of not using Wikipedia if you can possibly hold off ! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote: (dead easy really!!)

'"Ron & I had engaged an Aussie to drive….,Frank Gardner, technically proficient, very quick and one of motor racings born characters. Whilst we were all pretty taciturn, Frank could have any audience in hysterics. Although much of his language was completely unprintable I'd defy anyone not to laugh he could be hilarious"

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

As usual, neatest correct entry wins, but what ,you ask?

Well I don't really know yet, but I am sure it will be worth the wait!! And remember, the quoted person is mentioned somewhere in this newsletter!!

SA Lotus Talk (from our travelling correspondent in Paris)

Weekend Runs

Well after the wettest winter in living memory (I'm not very old), and the storms that decimated the power network, the weather for our monthly Lotus runs has been one bright spot and the resulting attendance excellent. Our Fathers Day run to Mount Pleasant was a beautiful day, and we were pleasantly surprised at the large turnout.

The next Sunday run is on November 6th, with the following December 4th run also being our Christmas Lunch (see below). As usual meet at the far end of the Sikh centre carpark at the bottom of the SE Freeway by 9:00am and join us for a group run in the hills, coffee, cake and the best in Lotus company.

Mallala Track Day

October 13th saw a group of Lotus owners partake in the Enthusiasts Drive / Ride day run by Mallala Motorsport Park. At long last, the cold spell lifted and sunshine and a clean track greeted the Lotus contingent who got about 2 ½ hours running, as well as the catered lunch provided by Mallala.



Joe Cave at speed

Nobody left their tyres on the side of South Road this time, and everyone behaved themselves – well as much as you can behave yourself when in a Lotus faced with an open racetrack !

Jo and Rich Cave had their 111R, while Mark and Chris stretched the legs of their V6 Exiges. The day provides for passenger ride sessions, which were well used with a number of spectators including Michael Ford getting a run in the passenger seat of a supercharged V6 Exige being given a workout.



Rich Cave prepares to take to the track

Thanks to Mark Tiddy for coordinating the group for the day.

Christmas Lunch

For this year's Christmas Party we've reserved space at Glen Ewin Estates on Lower Hermitage Road, Houghton on 4 December for lunch. Glen Ewin is run by our own Willa Wauchope, owner of a couple of early Europas and a Type 14 Elite.

Come along and either join us for the monthly run, followed by lunch, or simply join us for lunch. To reserve your place, please contact Chris Burton at chris.burton@outlook.com.au.

You can check out Glen Ewin Estate at their website http://glenewinestate.com.au/home/bistro-cellar-door/ .

<



The Glen Erwin Estate

All British Day 2017

Next year's All British Day will be held at Echunga on February 12th 2017. We had a great rollout this year and it would be great to get one of every model Lotus on display this time around. The cars look quite spectacular and we always get plenty of comments and questions.

Entries are now open at the All British Day website. Make sure that you nominate to display with the Lotus Club.

For those who aren't able to display, put the date in your calendar now, so that you can enjoy a day in the Hills with a huge range of British built cars and bikes from over the years.

So go to www.allbritishday.com and get your entry in early. Our mate and Lotus owner David Baird is the event secretary, so make his life easy by registering early.

<Insert photo ABD Banner>

Photos: Mallala 13 Oct Photos Courtesy Photi Kazis

Glen Ewin Estate: Photo Courtesy Glen Ewin Estate

Lotus Driving Academy & Lotus Motorsport to close at Hethel



Set up in 1999 at Hethel Headquarters, the Lotus Driving Academy (LDA) quickly gained global popularity with over 5000 drivers experiencing the Elise, Exige and Evora under expert tuition on the famous Lotus test track in Norfolk. So as not to detract from the day to day vehicle testing and development activities on the Lotus test track, the Lotus Driving Academy could only normally take place at weekends.

As part of the planned global expansion of the Lotus brand, new Lotus Driving Academies have been set up around the world in the last two years in the USA (Thermal, California and Houston, Texas), Kuala Lumpur (Malaysia), Grand Sambuc (France) with more Lotus Driving Academies planned to be opened in the future.

The popularity of the Hethel based Lotus Driving Academy has put the Lotus business in an enviable but challenging dilemma, where the day-to-day development and testing of Lotus cars is starting to be affected by the demands for more LDA courses. This means that Lotus is now looking at a number of options for customers, drivers and Lotus fans to experience the Elise, Exige, Evora and 3-Eleven sports cars beyond Hethel. This means that at the end of the 2016 season, the LDA at the Lotus HQ will finish..

Official Lotus Factory Tours continue as always with full and comprehensive tours taking place every Wednesday at the Hethel Headquarters.

In addition, Lotus Motorsport, which develops specific track and motorsport versions of current Lotus sports cars for national and international motorsport competition, has been integrated within Lotus Cars Product Development under Gavan Kershaw, Head of Vehicle Engineering.

This combining of expertise of motorsport and road car engineering will ensure that all new Lotus cars in development are designed from the initial concept not just for high performance road and track driving but also for the extreme demands of a competitive race track environment. Specific motorsport engineering development will continue in Lotus' Hethel based high tech engineering facilities.

Lotus PLC

Welcome to Lotus 2017



LOTUS 2017 Now Taking Bookings!!

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

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

So to be clear the following costs are NOT covered;

- Accommodation and breakfasts - you are free to choose what suits your own budget and preferences
- Lunch on the Monday, and
- Entry to the SSC Lotus Only Track Day at Winton

For those who have been to past Lotus bi-annual gatherings we encourage you to come back and enjoy catching up with familiar faces, for those who haven't there is no better opportunity to make new friends, get to know other like-minded enthusiasts of these fantastic cars from Hethel and simply visit a great part of the world.

If you have any questions you can email the committee at info@lotus2017.com

Please keep an eye on the LCV main website and social media channels such as Facebook: https://www.facebook.com/LotusClubVic/

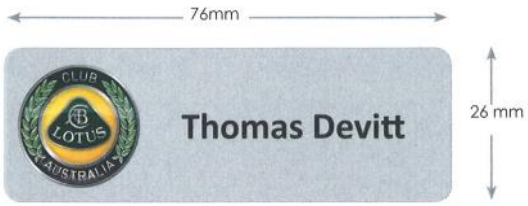
We are really looking forward to putting on a great event for you all and welcome comments and any offers of help

2017 VICTORIA

Your own CLA name badge

Coming free to current members

Hi, by now many of you will have received your Club Lotus Australia name badge compliments of the Club



There are being distributed to all current members of the club over the next week or so.

If you would like to order one for your wife, partner, kids or pets, simply send the following information to me at t.devitt@bigpond.com

Name to appear on the badge

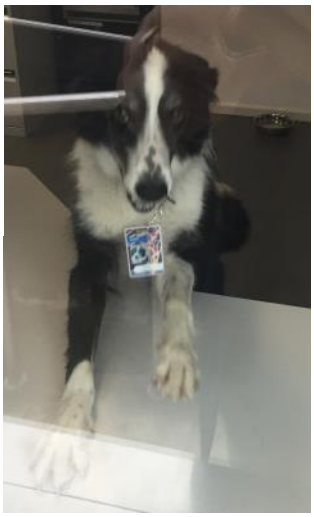
Name and address to where you would like it sent

The cost is $10.00 each including delivery and is payable to the club.

Please pay by Direct Debit to BSB 633000 Account No. 144279056

Reference Your Surname/Badge

PS If you are a current member and have not received your badge by the end of the month please email me (t.devitt@bigpond.com) and I will organise one promptly!



Who said your pet can't have one? Here is the Maritime Museums seagull chaser 'Bailey' proudly showing his Museum name badge

Club Lotus Australia (NSW) is again going to Bombini for Christmas Sunday 4th December





I know it's a little while away, but we have started planning….

Following our successful Christmas Party last year at Bombini, we've been invited back, so evidently we didn't embarrass ourselves. For those not present last year, Bombini's is on the mid-north coast near Avoca, here: http://bombini.com.au/

This year it will be on Sunday 4th December, and we will kick off with coffee from 10.30, to allow everyone to catch up and chat for a little bit longer than last year.

There will be a run north starting at the McDonalds in Hornsby at approximately 8.30 - full details TBC nearer the time. I hope our Newcastle friends in LOST might arrange a similar run south!

We will then have a similar sit down lunch format to last year, with a choice-of-three menu (to be confirmed, but taking account of non-meat eaters!) plus desert.



Pricing is $60 per head for adults, $15 per head for children (12 and under). This includes coffee and biscotti on arrival.

As in previous years, CLA will be subsidising the cost of lunch to the tune of $25 for all members and their partners (children aren't subsided I'm afraid!) so net cost per adult CLA member and partner is $35 per head.

Please could you send me an email confirming your reservation and who is attending to ashton@clublotus.com.au and transfer the appropriate funds to the CLA account: BSB 633000 Account No 144279056 with the annotation Xmas [Your Initial Your Surname]

I'm going to ask everyone to remember that parking is at a premium, so please make sure we make best use of all the space available! By getting there earlier than last year, we may be able to "reserve" more of the available space.

We very much look forward to seeing you there.

Ashton

24th October 2016

Lotus Elite Diamond Jubilee



Folks,

Things are progressing well with our Diamond Jubilee celebration in August 2017. As an official part of Club Lotus Australia's calendar, the two day event is turning into a very big LOTUS Birthday Party!

On Saturday 12th August, those who want a quick lap of Sydney Motorsport Park can enter the CSCA (Combined Sports Car Association) sprint meeting. All you need is a level 2S CAMS licence. Let me know if you are interested and you can be included with the Club Lotus entries.

Saturday night is our big celebration dinner at the hotel and is sure to be interspersed with anecdotes and interruptions from luminaries of the era.

The Sunday gathering and photo opportunity at the circuit takes place in our specially allocated garage/tower/pit area that has been designated just for Lotus vehicles. Whilst the Elites will feature (in chassis number order), the area is large enough for all club members to attend and a huge turn-out of all models is expected. At lunch time we will be allocated laps of the full circuit behind a pace car. And for the experienced, an opportunity to join the last session on Sunday with the high speed run by HSRCA members may be included.

We also expect that the Australian Lotus distributors (Simply Sports Cars) will join us with a display of new models to complete a huge and amazing range of Lotus on show.

A picnic lunch within our complex will be part of the festivities.

The perfectly situated **Alpha Hotel Eastern Creek** is completing renovations which has included the addition of another complete level. The rooms look excellent and there are three configurations to choose from:

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

Please let me know your choice for the Saturday night. Some people may also want to stay on the Friday evening and/or the Sunday evening and it is important that you advise me directly of your preferences as soon as you can. That way the bookings will be secured.

Cheers,
Brian

Seth Reinhardt interviews long-time Lotus owner and founding CLA Member Brian Caldersmith Part 2



CLA. Tell us about those last meetings at Amaroo and Oran Park.

Brian. I have put a video on YouTube of the last race at the last historic meeting at Oran Park. Not good quality, but at least it is on record.

The last meeting at Amaroo was emotional, certainly for me.

A mixture of historics was invited to be part of the farewell and we rigged our last race. A well-known member of the HSRCA, Peter Mohr, had been at the very first meeting there in 1967 and won the first race ever held on the circuit (I was on the race committee). So we got together without telling him and eased off appropriately, so that he won again at the last meeting in 1998!

CLA. Have you owned or desired any other cars that stand out to you?

Brian. I imported an Elva Courier from America a while back and got 75% of the way through its restoration when I realised I didn't want it. I couldn't race 2 cars in the class and I didn't want to stop running the Elite, so I sold it. Rick Marks has just sold it to a new owner.

The Elite I have had for well over 40 years and raced it for 30. It is a superb and enjoyable racecar. I have tried others but none give the same pleasure or satisfaction to race (in that category).

I only ever wanted 3 cars. A Lotus Elite, a GT40 and that gorgeous 1.9-litre P261 BRM Graham Hill drove here in the Tasman in 1966. I got the Elite forty something years ago and can't afford the others.

CLA. Are you interested at all in modifying or restoring the cars?

`

Brian. I used to do everything on the car from restoration to race preparation, but now my knees, back and arthritis somewhat limit me. I need a body restoration!

However, everybody should be reminded of the *Rule of 4* as published in the famous A-Z of Classic Motorsport viz.

All restorations:

- Take 8 times longer than planned.
- Cost 8 times more than budgeted.
- 88% are never completed.

CLA. What have you learned through this journey?

Brian. I have learnt that whatever you think of the cars, it is the people that make it all worthwhile!

CLA. As we said in the intro, Club Lotus Australia is full of all interesting people doing interesting things. You have a wonderful talent for art and design, and your work is iconic in our motor sport scene – tell us a little about it.

Brian. I spent 25 years working in the appliance industry. In the latter of those years I was working in the corporate side of the business, but I got my start as a draughtsman. I also worked in Computer Aided Design at the start of the '80s, which brought me back towards those skills.

The "training" is all self-taught. I use the Suck it and See technique.

I guess my draughting and engineering background is responsible for my interest in detail. That and the fact that if you paint somebody's car and it has 23 louvres, they will know if you only put 22 on it. People are very sensitive to the subtleties of their vehicle!

It is satisfying when you get a comment like Graham Howard's when he saw the watercolour of his Lotus 6, "Spot on," he said, "I never could get the top left hand side of the bonnet to fit exactly. You've got it right."

These days I paint Car Portraits for enthusiastic owners and provide art for automotive events and limited edition prints. I published a book back in 1996 *'A-Z of Classic Motorsport'*, which found success amongst the fraternity.



Sir John Whitmore and Brian. Alongside his beloved Elite. The Border Rievers logo visible on the car

CLA. You have such a great connection with motorsport, its people and its history. I'm sure you have enough stories to fill a few volumes.

Brian. Chris Barber came to my place for a barbecue during his last Australian tour. He has spent the last 67 years as a jazz band leader. He's still touring, and he is a living legend.

During the visit we took the opportunity to re-create a photo featured in a few books. It was taken when he took delivery of the first production Lotus Elite. We also learned that the clinch to the sale was that his trombone would fit in the boot!

Chris raced Elites, Elans and a 47 before he hung up his helmet, and also had others race his cars, including Sir John Whitmore. He was at the famous 1959 Boxing Day Brands Hatch meeting in which Jim Clark, Colin Chapman and Mike Costin battled it out for the win and four Elites took the top four spots.

I was chatting with John during one of his visits and it became apparent that he and Chris had fallen out of touch since those days. So, I took on the task of arranging a gathering.



L-R Brian, Warren King, Sir John Whitmore and Chris Barber

That gathering had to coincide with my visit to the United Kingdom, John's availability and Chris not being away on tour. Eventually we were able to set a date – Chris was driving home from Heathrow after a tour and Warren King was coming down from Norfolk.

Warren King is an expatriate Aussie who went to the UK with my brother back in the late '50s, and stayed there working for Lotus until he retired. Along with the many stories from that

time, he actually spent several days on the witness stand in the De Lorean trial in the United States – another story for another time.

Nobody wanted to park in the city, so we met for dinner in the Old Manor Pub at Potters Bar well north of London. We enjoyed a great evening together, sharing some truly marvelous stories – and I came away with a new bunch of Chris' jazz CDs.

Bringing those two compatriots together again is something I'm very proud to have achieved.

CLA. Let's get back to the Club. What draws you to it, and keeps you involved?

Brian. Having been there at the beginning of CLA, it is not something you can easily walk away from. It is good to see it grow and whilst I don't have the time to put in that I used to have, I like to contribute in some way. The friendships are important to me and cars are a great way of bringing people together.

CLA. Thanks so much for chatting with us Brian, and for sharing some of your wonderful story!

Brian. No, thank you. I'll talk about cars and our sport anytime.

You know what it is like – enjoying ourselves in an activity full of marvelous people, experiencing the whole spectrum of emotions as we punish our cars, families, bodies and bank balances. The social and competitive sides meld and sometimes the racing becomes incidental. There have been times when I have thought, "I cannot believe how much fun I am having. Retribution must be around the corner".



Another photo from Peter Eppel's trip this then an interesting pit-crew at Zandvoort

Get on to the SMP Gardener (GP) circuit at this special race meeting featuring several All Lotus Regularity events

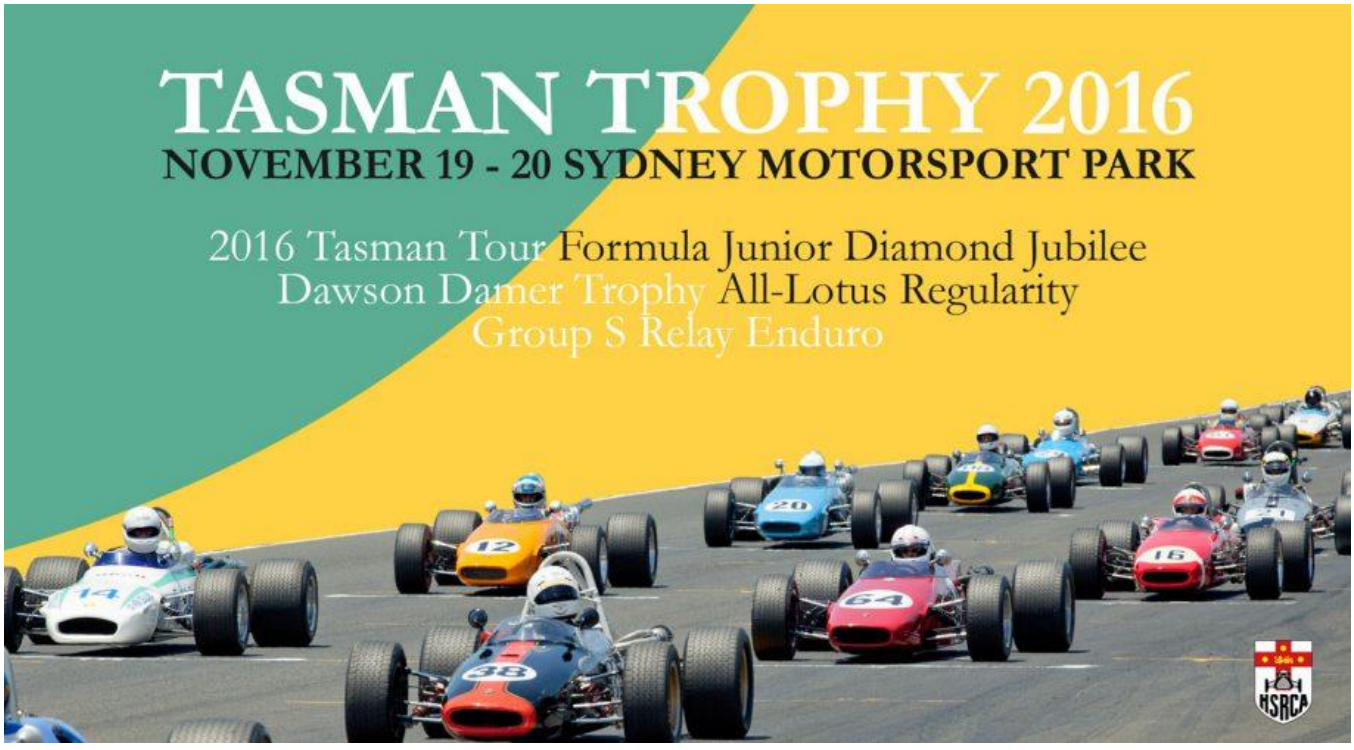
After the excellent Club Lotus Australia showing at the 2016 Sydney Retro Racefest, the Historic Sports and Racing Car Association of New South Wales has invited us back to run in the 2016 Tasman Trophy this November 19th & 20th.

The event will feature an All-Lotus Regularity grid and give us a chance to get stuck in to a two-day historic racing event that will draw a big field of historic sports and racing cars from both Australia and abroad.

Our all-Lotus grids will run four times throughout the weekend and provide a great opportunity to get out in the Lotus amongst friends. The Regularity format takes the pressure of competition off and is a safe and relaxed form of motorsport. It's an excellent way to get involved in motorsport, or just give the car a run in a safe and controlled environment.

Looking at the broader event, all fifth category groups are invited to compete, from the pre-1930s, '30s, '40s and '50s J, K & L cars through to Formula 5000 monsters and more. The Tasman Tour 2016, including the Formula Junior Diamond Jubilee World Tour, will be a feature throughout the weekend, as will our All Lotus Regularity and a Group S Enduro race that's always fun to watch.

The event will run over the weekend of the 19th and 20th of November, and entries are available now through CAMS Motor Event Entry on their website, but be quick entries close Wednesday 2nd November.



Vice President Anne Blackwood with some thoughts on the approaching Anniversary of Maurice's death

SOME SOBERING STATISTICS ON SUICIDE

It's nearly the first anniversary of us losing Mozzie and in my numerous contacts with Lifeline and Beyond Blue I've learnt a bit.

A record 3,027 people ended their lives by suicide in 2015 and yes, Mozzie was one of them. That's twice the national road toll . 75% of them were men.

More than 8 people a day in Australia end their life. That's one every 3 hours. If we added in the single car fatalities the toll would be even higher.

The big problem with you blokes is you don't talk enough about the crap going on in your lives. There is a lot of help out there but you gotta put your hands up. If you think the world will be a better place without you – BIG MISTAKE!!
Don't just ask someone "R U OK?" because it's too easy to say "yeh, I'm ok". Ask them "How are you going – really?" You might be surprised at the answer and they might be relieved someone is interested and it may open the door to getting help.

Another problem I've encountered is the religious beliefs one. Dr. Google and I have become great mates in the past year and some really interesting statistics have come to light.
Australia's population is approximately 24% Catholic. I am totally non-religious and in fact if Moz and I had a choice we would have been married in a Westpac branch being the strong capitalists that we were/are! However, my limited understanding of the faith is that suicide is the ultimate sin. But…. keep your beliefs by all means but don't punish the ones left behind. Show them some kindness.

Dr. Google provided some very interesting statistics about global suicide rates and yes, the predominantly Catholic countries have some of the lowest rates so it obviously works.

If you had a heart attack, cancer, etc. you'd get help. So, what's different about mental health? Get your fingers out and do something about yours, and your loved ones, mental health.

Now for a bit of homework. Check out on ABC Iview the three part series "Man Up" about Australia's appalling male suicide rate and what we should be doing to slow it. This was put together by Gus Worland of radio fame after losing a close mate. It's entertaining and enlightening viewing.

I'll be asking questions ……..

Anne Blackwood

CLA 2016 A.G.M. Minutes

2016 Annual General Meeting
Date: 21-September-2016, 7:00 pm
Venue: Shannons Boardroom, Frederick Street, St Leonards
Attendees: See List at foot of Minutes

Item	Description
	Meeting Opened and attendees welcomed by Ashton Roskill.
1.0	FY2016 Accounts FY2016 Accounts presented by Treasurer (Kris Bennett) and discussed. Accounts to be approved – moved by Evan Jones, seconded by Anne Blackwood – carried.
2.0	Lotus 2017 – Beechworth VIC Format, locations and general information discussed. Request by attendees for Lotus 2019 planning – avoid dates that clash with Targa Tasmania please.
3.0	Events General (Monthly) Meetings. Traditional format for monthly meeting is struggling for attendance. Options discussed and proposed we survey members for their preferences for format/types of meetings, timing, etc. Meanwhile agreed for 2017 onwards we plan quarterly events on weekends with selected events on a week night other months as opportunities present (e.g. Australian Grand Prix Night, etc.). For 2016 remaining we have Trevor Simpson Shed Night in Oct, Simply Sports Cars in Nov and Xmas Party in Dec. For 2017 we currently have proposed: March – Ebony Hall, Scones/Jam/No Piss& Wind Cream run; August – SMSP with Shannons, 60th Anniversary for the Type 14 Lotus Elite (Brian Caldersmith coordinating) offering opportunities for displays, club run, dinner, etc.; September – Ebony Hall, Eggs Benedict .
4.0	Election of Office Bearers and Committee Members Vote of thanks to Kris Bennett who is standing down as Treasurer after 8 years. Greg Cliffe offers himself for election as Treasurer and all other committee members offer themselves for re-election. There being no other nominations, committee members for 2017 are: President – Ashton Roskill; Vice President – Anne Blackwood Treasurer – Greg Cliffe; Sec. & Public Officer – Elliott Nicholls Editor – Tom Devitt; Comp. Secretary – Mike Basquil Point Score – Michael Donnan; Social Secretary – Rob Costa Archivist – Marc Schagen; Club Plates – Alan Pate/Keith Edwards Club Shop & CMC Delegate – Evan Jones State Representatives – Eddie Lankhorst (WA), David Leaney (ACT), Andrew Stevens (SA), John Barrass (Tas) General Committee – Geoff Winder, Kris Bennett, James Chan Moved by Kyle (Doc) Lang, Seconded by Evan Jones – carried.

5.0	Membership Rates For January 2017 onwards, membership subscriptions proposed: Member - $60 p.a. or $120 for 3 years Family - $150 for 3 years. Family is a member, partner/spouse and any children under 16 years. Moved by Anne Blackwood, Seconded by Elliott Nicholls – carried.
6.0	Other Business • Vote of thanks by all to our webmaster Seth Reinhardt – the website and facebook page have proved an asset. • Vote of thanks/recognition to Tom Devitt for his ongoing work as Newsletter Editor. • Tom advises any/all submissions for newsletter are welcome to him by e-mail. • New Conditional registration scheme for "modified cars" discussed. Much as per current historic scheme (must be 30 years old, member of an affiliated club, etc.) – referred to as "Classic Registration Scheme". • Club Shop future merchandise discussed. Proposed to solicit member feedback in survey. • Member Badges are being distributed. Names were taken from membership forms & database. If you would like name on your badge changed, a replacement can be provided for $10. Contact Tom Devitt.
7.0	AGM Closed at 08:30

Attendees:

Anne Blackwood	Greg Cliffe	Evan Jones
Hamish Baker	Brian Caldersmith	Alastair Browne
Owen Russell	Tom Devitt	Chris Reid
Bruce Yates	Harley Boggis	Martin Duursma
Phil Easterbrook	Philip Tout	Kyle (Doc) Lang
Mike Basquil	Robert Seiler	Robert Costa
Geoff Winder	Kris Bennett	Ashton Roskill
Seth Reinhardt	Elliott Nicholls	Jennifer Hogan
David Hogan	Mike O'Sullivan	Kate Baker

Apologies:

Alan Pate

VALE: JOHNNY MARTIN

I was saddened to hear of the recent loss of Johnny Martin from Sydney. A well-liked character and car salesman from Neutral Bay, he was an early Lotus racer having bought an eleven in 1960 and racing it successfully for two years. After the eleven, he drove the Lotus fifteen for Leaton Motors which Frank Matich had done so well in and was now racing the Lotus 19. His next car was a Lola 1100cc sports car which also brought him some good results.



John and his wife Joan

His next Lotus was the 23B which Ian Geoghegan and Frank Demuth had raced previously. He attended four meetings and on the last at Warwick Farm in July 1967, he crashed the car heavily after rolling it several times. The accident ended his driving career and very nearly his life as well. He spent quite some time in hospital and many years with a notable limp. It was a real loss to the sport as he was considered a very talented up and coming driver at the time.

He was a great Lotus enthusiast and had a very good memory which I found particularly handy, being an historian. He often attended leadfoots luncheons and race meetings and still had a great love for the old race cars. He will be sadly missed. He was 90 years old.

His funeral is to be held at Northern Suburbs Crematorium on the 8th of November.

Marc Schagen



Johnny Martin in the Lotus 23B .Photo courtesy Autopics

CLA NSW 2016 DIARY

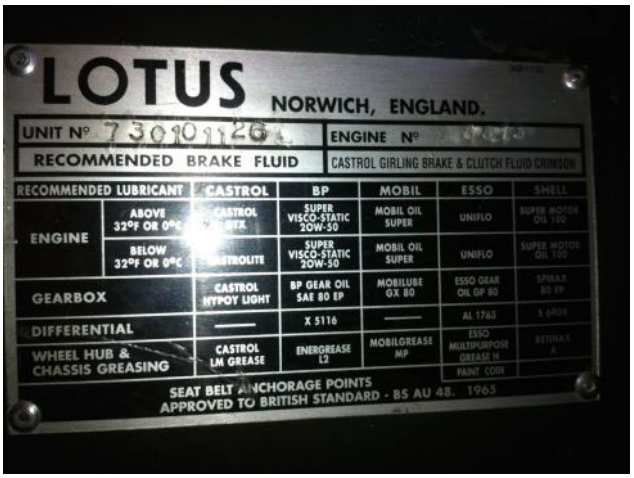
Nov-16			
	Sat Sun 5&6	Return of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.00pm	CANCELLED
	Wednesday, 16 November 2016	CLA Monthly Meeting	6.30 start SSC showrooms 17 Hotham Parade Artarmon
	Sat Sun 19 & 20	HSRCA Tasman Trophy featuring All Lotus Regularity	SMP
	Sunday, 20 November 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
Dec-16			
	Sunday 4th December	CLA Christmas Party	Bombini Avoca 10.30am for Coffer and lunch at 12.30

CLA WA DIARY 2016

Month	Day/Date	Event	Location
Nov-16			
	Monday, 14 November 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 20 November 2016	Early Morning Run	Guildford Rly carpark James St.
Dec-16			
	Sunday, 4 December 2016	Christmas BBQ & EME	Bullsbrook
	Sunday ? December	Barbagallo Speed event	Barbagall

If anyone has any knowledge about the early life of what is now a dark red with black roof and black interior +2S 130/5, particularly the colour it was originally painted. The car was supposed to be sold new in WA, went to Qld as a father/ son rolling restoration then to Tasmania. Chassis number 730101126L if that means anything to anyone. Please contact Wayne ay w.clark@starwest.com.pg





For lease / Rent

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



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

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

Rollerdoors at both ends - flat paved driveway access

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

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

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

$200 a week.

Prefer CLA member,

Call Andrew 0410 963 440

For Sale



Lotus Turbo Esprit Series 3 (1985 model):

The car has only done 38,000 miles, and is in excellent condition thru-out.
The timing belt has been replaced.
This is an amazing opportunity: it is It is a rocket to drive and would be a great acquisition!

PRICED AT $45K

The car is located in Port Stephens. For more information and photos, please contact Mike Ryves on 0407 226 753, or email mike.ryves@bigpond.com

For Sale



Lotus Elan +2 S130/5 (very late model 1972):

This is the last production run of the +2 model, and is fitted with a 130HP Big Valve motor plus a Lotus manufactured 5 speed gearbox. This gearbox was built by Lotus for the new Elite, and was fitted to the last production run of the +2's.
The car has matching numbers on both chassis plate and motor. Motor is the original "L" block and has just been refitted after a rebuild. The interior is the original Oatmeal upholstery, which needs to be freshened up.
The car is in totally original condition, with optional Lotus, Aluminium peg drive knock off wheels, and a sun roof.

PRICED AT $25k

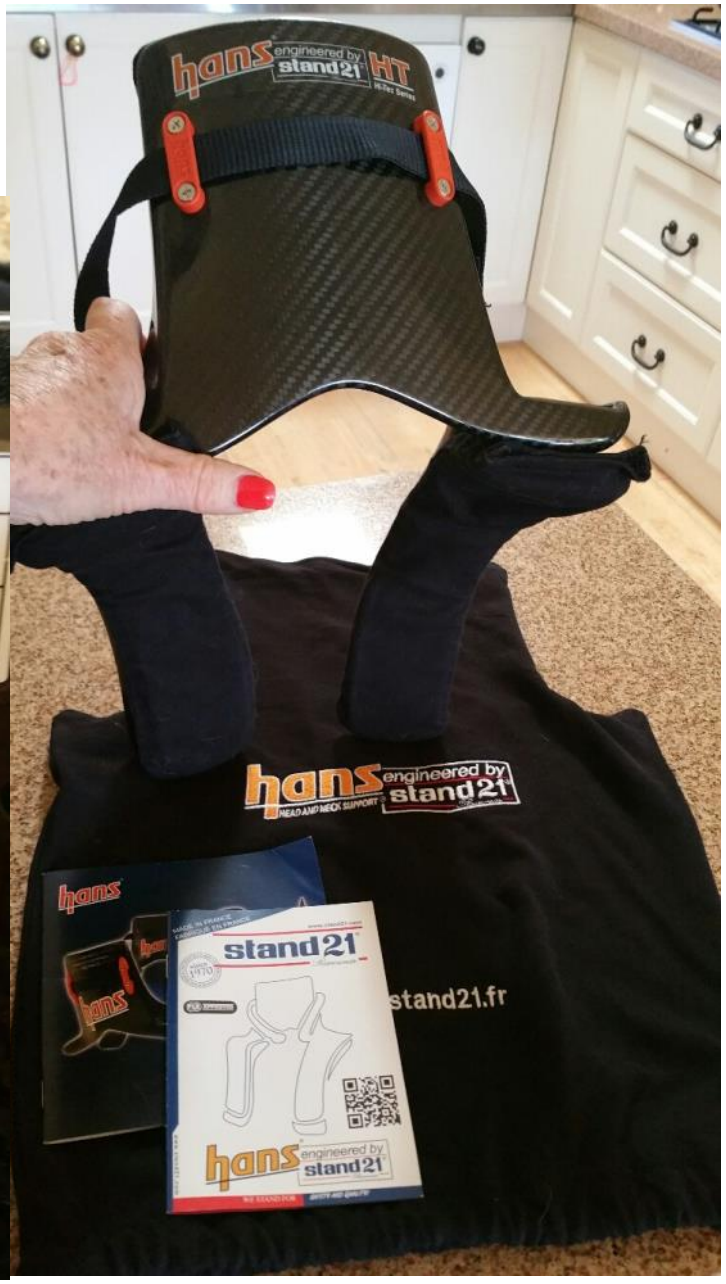
The car is located in Port Stephens. For more information and photos, please contact Mike Ryves on 0407 226 753 or email mike.ryves@bigpond.com

For Sale

Anne Blackwood is offering this as-new and unused Stand 21 HANS 30M Device for sale.

It was bought new at a cost of $1300 and not used. Anne is asking $850 for it.





Please contact Anne on 0413 221 123