November 2017

Chunky's Chatter



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



Inside this issue

- The final CSCA round, run by TSOA and reported for us by Melanie Valdez.
- A Brian Caldersmith comments on the demise of the Australian car industry.
- We have a look at the Classifieds from the Club Lotus UK Magazine.
- All the info about this years NSW Christmas party.

Club Lotus Australia
November 2017

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

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

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

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Cover Photo: A New Lotus GT 340 at a publicity shoot outside the Dorchester hotel in London.

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

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Presidents prattle
With Ashton Roskill



Oh my goodness, it's nearly Christmas already, and in the chaos of the last month, I have completely forgotten to remind everyone that we have our Christmas Party on **Sunday 3rd December.**

Plan is to meet at **Loftus Oval at around 8.00am for an 8.15 departure**, and head south the scenic way for **coffee chez Ed and Kath Burton near Kiama**, before then heading along more fun roads to **Peppers Craigieburn in Bowral**, where we will park up, eat (drink for those not driving) and generally be merry. If you would prefer to join us there, that is of course perfectly understandable - we will book your place based on your payment to the CLA bank account below.

If you are planning on joining us, **please deposit $55 per head as follows:**

BSB: 633 000

Account: 1442 79056

Name: Club Lotus Australia Inc

Payment ref: Xmas Joe and Joanna Bloggs

Close off Date 24th November when we have to conform numbers with Peppers!

Caroline and I are so looking forward to seeing lots of you to close out what has been a tumultuous and busy but fun and amazing year - we do hope you will join us for the lovely day out.

In other news, I am delighted to see we continue to dominate the CSCA series, and many thanks to the Motorsport Committee for this month's report and the glorious photos already on our website from Gino and Mel Valdes. Personally I must apologise for not having participated in as many rounds this year as I would have liked; having retired the Elise from track work, and having broken the Eleven, I find myself missing a car suitable for the last couple of rounds!

While on the subject of such things, while I am writing this, the third of this year's Simply Sports Cars Lotus Only Track Days (LOTD) is wrapping up at Winton, and all reports suggest another fabulous event, so many thanks to all those involved in the organising. I'm very much hoping I can get to more than the one I managed in 2017 during 2018 as these days are what Lotus ownership is ALL about - lots of tracktime, lots of friends having a great time, and the whole thing running like a swiss clock thanks to SSC's organisation. Can't wait!

Following fast on the heels of LOTD is Targa High Country in two weeks time (10-12 November) - this year we have a record 26 Lotus teams participating, with representation all the way through the field and plans for a lot of fun over the long weekend; Giles and I are using Targa to start getting some cabin time while the Healey we're prepping for Peking to Paris 2019 is still in pieces - we'll let you know how we go.

And before you know it, it will be our Christmas party, and then everyone will be parking up cars for the festivities of December, when driving is generally a bad idea :)

Sad news reached me this week that Peter Lumsden, who famously piloted the well known Elite WUU 2 to victory at Le Mans, passed away earlier this month. Another great driver has headed to the great racetrack in the sky. While this is terribly sad news, on the subject of Elites, it is heartening to read that several Elites have changed hands in recent months, including Richard Fewster's, which is now in the hands of CLA member Frank Foster; similarly one sold shortly after being passed in at Motorclassica in Melbourne recently, so hopefully the next generation of owners will bring them out to play!

Righto, I'd better get this to Tom so I don't hold up yet another Chunky's Chatter so here's looking forward to seeing you all at Craigieburn in Bowral, and in the meantime, take care, stay safe and keep it upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Hi everyone and welcome to the November edition of Chunky's Chatter. Club Secretary Elliott has sent us notice from Roads and Maritime regarding the historic Vehicle log book trial which has been extended for another 2 years. The log book trial allows for vehicles operating under the Historic Vehicle Scheme and Classic Vehicle Scheme to be used for 60 days of general use (i.e. maintenance and personal use) each year, outside of club organised events. Each day of general use must be recorded in a log book issued at a registry or service centre. This trial will operate now from 1 October 2017 until 30 September 2019.Further evaluation will be completed during this period. If you own a vehicle 30 year old or older, you can get it registered under Historic plates for this scheme. Go to this link for more information http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/classic-vehicles/log-book-trial.html

Motorsport magazine has recently been running a series of videos called 'how to drive' The latest one is presented by Dickie Meaden - winner of the 2017 Goodwood Revival St Mary Trophy Race, and features the Lotus 26R. Nicknamed the Mongoose because of its affinity to take on Cobras and blow them to the weeds. Additionally, it had a write up in the April 2017 issue of Motorsport and you can catch this video here:

http://www.motorsportmagazine.com/opinion/how-drive/how-drive-episode-3-lotus-elan-26r?utm_campaign=Copy+of+How+to+Drive+episode+3+release&utm_source=emailCampaign&utm_medium=email&utm_content

This month we have a new contributor in Melanie Valdez who stepped in for a recuperating Mike Basquil. Mike only just got out of hospital last week suffering a further bout of phenomena which he seems to have been battling forever. Get well soon Mike!

That's it from me hope to see you at the Christmas party. Don't Forget to deposit your payment in the CLA account before the 24th November or else no tucker!!

Tom

Welcome to new and renewing Members for October

Gemma Gibson – NSW

Richard Woolford - WA

David Finnie - WA

Frank & Odile Foster – **TAS**

Graham Smith – SA

Melissa Franklin – NSW

Lucas Mertens – NSW

Teresa & Mark Priestly – NSW

Peter Taylor – NSW

Graham, Paul, Fiona & Michelle Libreri – NSW

Muir McDougall (re-joined) – NSW

Final 2017 CSCA Round (TSOA)

By Melanie Valdez



On Sunday, 15th October the Club Lotus Australia (CLA) motorsport team and the rest of the Combined Sports Car Association (CSCA) competitors gathered at Wakefield park for the 7th and final round of the 2017 CSCA sprint season. The day started at 11 degrees, a whole 20 degrees warmer than it was when the CSCA visited Wakefield in June!

Of the 71 participants of day, 18 where CLA members and duly occupied a substantial portion of the top half of the field from the off.

Duncan Andrews set the early pace, with Tim and Dave Mackie hot on his heels. The usual 'V6' protagonist Martin Duursma and Leigh Fuller battled it out sometimes with less than a car length between them. (Although it was witnessed on more than one occasion the Yellow V6 facing in the opposite direction!). The Top ten was rounded out by the amazing Len Goodwin in the 1964 Lotus Elan.

While the track peaked at around 11am, fastest times were not set again until the track conditions cooled off around 3pm.

There was a number of personal bests set during the day, Tim Mackie achieving getting into the 1:04's, Liam Sheppard improving by 1.5 seconds and getting into the 1:08's, Peter Taylor nailed a 1:09:1 and Gino Valdes with a 1:10:2, Craig Sheppard almost got into the 10's with a 1:11:1 and finally got within 3 seconds of Liam!

So how did the CSCA team end up at the end of the day:

The fastest Marque car of the day was Duncan Andrews with a 1:04.25 and was on it throughout the day. Duncan also set another CSCA record - 57 laps in one CSCA event, the most by any driver on record.



And now for the stats:

Class C2 was taken out by Len Goodwin with a 1:08:3. What a great and consistent day by Len.

Class DM2 was hotly contested with Leigh Mellor with a 1:08:9, narrowly edging out the ever quick and fast Rex Hodder on a 1:09:1. It was great to see John Culvenor back on track as he a set at 1:17 for third in this class.

Class DM4 appears to be almost exclusively for Lotus these days and the largest contested group. The CSCA 'endurance record holder' Duncan Andrews topped the time sheets with a 1:04:25, followed by Richard Wodhams on a 1:07:7, who continues to get quicker in his new stead. Liam Sheppard takes the final podium position in this class with a 1:08:9, finishing with a great result for his first year in the CSCA in Cup 240. The other runners were Peter Taylor (1:09:1), Steve Madden (1:09:09); Gino Valdes (1:10:2) and Craig Sheppard (1:11:1).

Class DM5 was the Martin and Leigh show. This usually has a number of highlights during the day as the two protagonists slug it out - and today it didn't disappoint ! Besides Leigh having the better of Martin for a fair chunk of the day (including some Quaife Induced Lateral Movements - known as a QILM, for those in the know), Martin - the sly dog - held his best to last and beat home his combatant by 0.26 of a sec with a 1:06:2959 to Leigh's 1:06:5569. Seriously great driving and a great spectacle.



Class R1 Otherwise known as the 'Tim and Dave' show. While there were 4 in the group, the brother Mackie showed the opposition a clean pair of heels to push each other towards the low 1:05's all day. Dave had the wood on Tim for the majority of the day and then on the last session for Tim, with Dave's car on the trailer the mighty Honda Powered 20 year Elise slotted in a time of 1:04:8576. Dave's joy (and a hint of jealously), was a sight to behold as he congratulated his sibling at beating his 1:05:2294.

Class 2BM Rex Mellor came home in first place in the BMW M3 posting a 1:10:4, pipping Keith Edwards who in 2nd place posted a 1:11:4 in the Audi RS3.

A fantastic day was had by all, great cars, great times and great camaraderie. Topping it all off CLA claimed the day. A mighty effort by the entire team and all CLA participants.

2017 CSCA Final Results:

2017 Club CSCA Champion is Club Lotus Australia!!

Len Goodwin was our Champion Driver for 2017. This year was a three way tie at 84 points with Grant Crawling and John Whittaker from Triumph Sports Owner Association (TSOA).



2017 CSCA CLA Trophy Winners by class:

- Class A1 – Ashton Roskill : Lotus Eleven
- Class C2 – Len Goodwin : Lotus Elan
- Class DM2 – Rex Hodder : Lotus Exige S2
- Class DM4 – Duncan Andrews : Lotus Exige S2
- Class DM5 – Martin Duursma : Lotus Exige V6
- Class 2BM – Keith Edwards : Audi RS3
- Class 3BM – Stephen Wan : Honda Civic
- Class R1 – David Mackie : Lotus Exige S1

Class R2 – Graham Burton : Hawke FF

Congratulations to all the trophy winners and thank you to all that participated in the CSCA 2017 season. A special thank you to Mike Basquil who tirelessly supports every event, club member and keeps everyone in-line, it is a joy to see his smiling face in the pits and on the side of the track.

We look forward to seeing you all on the track again in 2018.

The CLA Motorsport Committee.





Quokka Talk

By Eddie Lankhorst

Hi to all Lotus community, its spring and if you've been hibernating through winter, it's now time to get your Lotus out on the roads and enjoy the experiences that WA and your Lotus has to offer. The regular Lotus folk of WA have already been out there flying the flag with sprints on Barbagallo, BOAB Meet n Eat, EMR to York and sprints at Collie. So if you haven't taken your car out yet, see the calendar of events below and contact me for further details as we would love to see more cars out and about.

Lastly, next year's Club Lotus WA Wall Calendar is being planned and I am looking for high resolution photos of your car (with or without you). Please email me asap via vicked3095@live.com with your photos and only the best will do.

- October
  - Sun 29th BritFest car display at Claremont Showgrounds
- November
  - Sun 5th Speed Event Series - Jacks Hill Climb
  - Mon 13th BOAB Meet n Eat at 6pm Kings Park
  - Sun 19th EMR 8am from Guildford
  - Fri 24th Go Karting Cockburn (tbc)
  - Thu 30th Autostrada Track Day at Wanneroo
- December
  - Sat 2nd State Speed Event Series at Barbagallo raceway (final round of WA Championship)
  - Sun 10th EMR and Christmas BBQ at John & Robyn's new home.
  - Mon 11th BOAB Meet n Eat at 6pm Kings Park

EMR to York – Abandoned!

By Steve Grobler

Having not made it to an EMR all year due to other commitments, a faulty vacuum pump and some electrical gremlins, I was looking forward to having a run in my Esprit Turbo with the rest of the crew.

Bee and I turned up early to find Wayne enjoying a sausage roll and a coffee from the bakery across the road, so we hit the bakery for a coffee. A nice Vauxhall Viva and a bright orange hotted up (50's?) Holden Ute were parked up outside so that was a pleasant distraction. I don't know my EJ from FJ (or whatever!) so I won't have a guess as to what model Holden it was! It wasn't long before Lotuses started rolling in, mainly Elise and Exige of course, but also Andrew's green V8 Esprit, Daryl's red Excel and a red Lotus 911 (the 911 was an honorary Lotus for the day). In the end I counted 12 cars but some say there were 15. I hadn't seen the Excel for a while but Darren gave







me a run down on all the work done on it recently – front and rear suspension, new tyres and water pump, so it was looking and running great. As usual, Eddie was well prepared to lead the run with hand-out notes, navigator Shae and radios to help keep us all together. On the start-your-engines command, Eddie's S1 Elise refused. Dicky fuel pump. So we left it behind and Eddie became lead navigator to Wayne in his Exige. I ended up tail runner after having to fiddle with a bad connection to get my interior ventilation fan to come to life – it was going to be a nice hot day and the aircon was going to be needed! The radios worked really well, enabling us all to keep in touch through the traffic. I was enjoying winding around at the tail behind the Excel when I started to smell brakes, thinking it must be Darren's Excel. But when smoke started rising from my right front wheel I had to pull off and abandon the run. The radio was helpful in letting Eddie know not to wait for me. After letting the disc to cool down for a while and with some gloves and tools borrowed from friendly locals, I managed to free up the hot and sticky caliper, lubricate the caliper slides with some grease stolen from the wheel bearing and limp home. Frequently sniffing the air for signs of hot brakes. A bit disappointed not to have made it to York, but at least the car was driveable – need to strip and lube the caliper slides next weekend! Note to self – carry some gloves, some WD40 and try to remember that I do actually have the factory tool kit in the boot! Eddie's S1 fired up without any fuss when he returned to pick it up later in the day. So two minor casualties, **L**ittlebit **O**f **T**rouble **U**ncharacteristically **S**imple J.

EMR to York

By Karen Watkins

An undeniably perfect Perth morning started at 8:30 from Guildford train station for this month's EMR. At least 14 Lotus's were present coloured red, orange, blue, white, green and black, plus a bright red Porsche. Radios were distributed. We were on the grid, our engines were started. Our engines were started. Our engines were turned off. Drivers were out of their cars. A Bonnet was up. Personal effects were removed, passengers relocated. A lotus was abandoned . A solo Wayne had Eddie as a navigator for the day.

It took us a few goes to get everyone through the initial traffic lights. And then it was game on losing Steve early with brake problems.

Through Helena Valley, waving to locals who (we hoped) were waving back. Past the Parkerville pub, across Great Eastern Highway to Inkpen Road where fast fun began. Until there is that nagging thought or two. "I wonder if there is a radar trap ahead" and "Do I need to go to the toilet?"



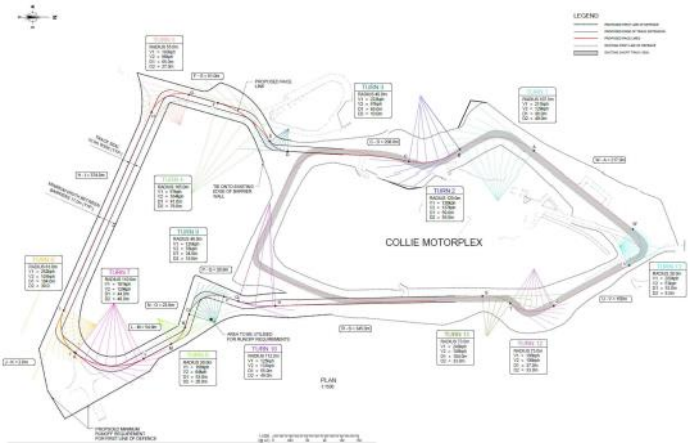
And so in to York and stopping at the Flour Mill cafe. Where breakfast is ordered hurriedly before 11am, as the lunch menu preceded. There was talk of failed fuel pumps, understeering at Barbagallo, the weight of batteries and uses for pieces of string.

A variety of return roads were taken homewards. Some simply following the breadcrumbs back the way they came. A great day with lots of Lotus fun.

Collie Motorplex – Speed Event Series

By Keven Fitzmaurice

Rounds 10 and 11 of the WA State Speed Event Series were held at the Collie Motorplex over the weekend of



14th and 15th October. The original schedule was for a hill climb on the Saturday and a sprint on the Sunday, but with work progressing on extending the race track, the hill climb course was not available. Instead two days of sprints were held.

Only two Lotuses were entered, Kevin Fitzmaurice in his Series 1 and Steve Metlitzky in his supercharged S2. Both of us were entered for the Saturday sprint only.

The weather forecast was for a stormy start to the day, clearing to a sunny day. Thankfully, the rain stayed away and it was a warm humid spring day with a dry but slightly sandy track due to the track upgrades. Steve got off to a good start, but admitted to finding it hard to get a feel for the track, and Kevin started cautiously on his new tyres. Steve put in some consistent laps and finished the day with a class win. Kev's times improved steadily, helped by having a slightly faster car to follow. He also took home a class win.

There was a long break after one of the open wheelers had an excursion off track and ripped a wheel off, but the driver walked away unharmed, a tribute to the strength of his homemade car. As usual there was a wide and interesting range of cars at the event, from open wheelers through to minis, 70's sedans up to modern 4wd turbos and hot hatches.

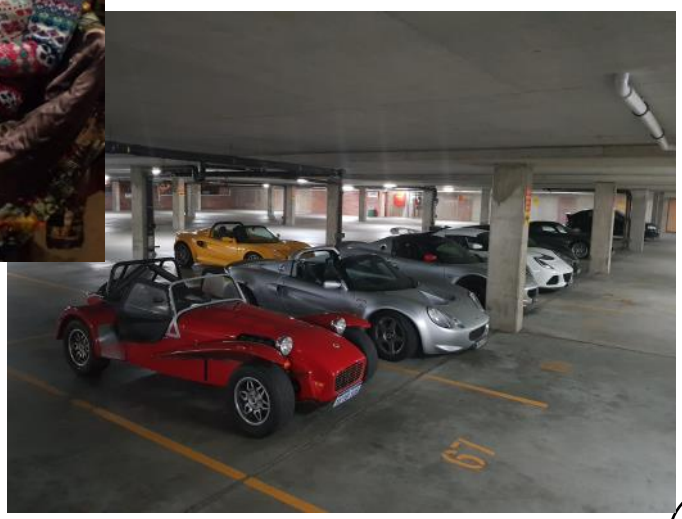
Looking forward to the next event which is a hill climb at Barbagallo Raceway in early November.

BOAB Meet n Eat

By Eddie Lankhorst

Another fabulous display of Lotus at Kings Park which included a long time no-see little bright Yellow Elise and its owner Craig. Our evening run for dinner saw us enjoying a meal at the Wembley Hotel. Was great to see Graeme and Rose join us for dinner.





Classic Team Lotus drivers lead the way in Austin and Estoril

Once again, Historic F1 was a popular support race at the US GP and Classic Team Lotus drivers led the way, once again.



Greg and Katsu leading the field round on the formation lap, resplendent in CTL livery, with Andrew Beaumont further back, in his Essex liveried type 81

Greg Thornton won the Saturday race at the Circuit of the Americas, starting from pole position in his Elio De Angelis/Nigel Mansell 1982 JPS Lotus type 91. Team mates Katsu Kubota – type 78 – and Andrew Beaumont – type 81 – followed him home in 3rd and 13th places, respectively. (Andrew was just behind Doc Bundy in the Regogo Racing type 79, which Classic Team Lotus restored for American owner Paul Rego, a few years ago.)

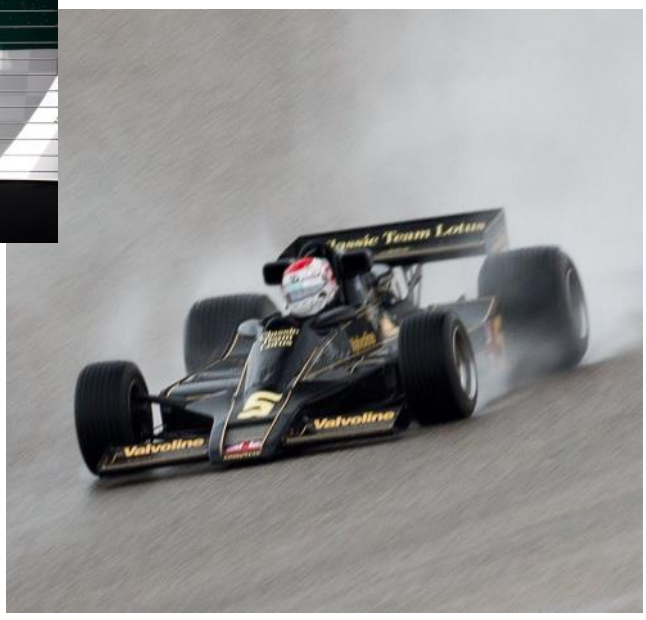
Greg and Katsu champagne moment on the podium after Saturday's race

On Grand Prix day the Sunday morning race was wet and Katsu made the most of the conditions to storm to victory from third on the grid. Greg came 4th while Andrew – who is not a fan of wet conditions – drove a steady race to finish 11th.



Sunday morning was WET – much to the excitement of some ambitious F1 drivers, no doubt – and Katsu made the most of the tricky conditions

Meanwhile, in Estoril, Portugal, Classic Team Lotus was running Joaquin Folch in his Lotus type 16 in the penultimate round of the HGPCA championship. In a season when team and driver have been making steady progress with reliability and speed, this turned out to be a decisive step, with Joaquin finishing second on the Saturday – after a fantastic race – and then winning the feature race on the Sunday. A brilliant achievement for driver and team.



The teams in the USA and Portugal are now moving on to Mexico and Portimao, for more action next weekend.

2018 Sydney CARnival at Parramatta Park

CARnivale, Sydney's annual celebration of all things automotive, is coming up with alarming speed. The event will be held on Australia Day, the 26th of January, at Parramatta Park. We'd love to be involved with a Club Lotus Australia display, and registration is open now.

The event at Parramatta Park is gaining significant steam and has been drawing better and better crowds each year. Organisers have been hard at work improving the experience and adding to the festival atmosphere. This year the event will include the signature display of classic vehicles as well as a hot air balloon display, the Parramatta BBQ Festival, family zone, the Hottest 100 Party in the Park, concert acts and a fireworks finale. Full details can be found



at ausdayparramatta.com.au and www.australiaday.com.au.

CARnivale is looking for cars to display on the day, and have reached out to us to put together a Club Lotus Australia display. Cars must be over 30 years old, built before 31 December 1987, or be an identical model run-on. The closing date for entries is Friday the 17th of November, 2017.

To register, head to www.australiaday.com.au/carnivalerego

The schedule for the day is as follows:

- From 6am, vehicles will arrive at the convoy assembly area
  - You must arrive at the time specified in your confirmation pack
  - Enjoy a free breakfast, courtesy of the Rotary Club of Granville
  - Leave the assembly area and drive to Parramatta Park
  - Follow directions from marshals at all times
  - Take your position in the CARnivale
  - Ensure any flags and banners are attached securely to your vehicle
- Until 5pm, stay in your allocated position (for crowd safety reasons)
- After 5pm, you may leave under the direction of marshals and event security

2017 KIAMA CAR & BIKE SPECTACULAR

The Gerringong and Kiama Rotary Clubs are holding their annual Kiama Car & Bike Spectacular on the 12 November 2017 at the Kiama Showground.
Last year's event was a huge success with 210 cars on display and over 30 stall sites resulting in lots of funds raised for local charities.
This year our fund raising will again go towards melanoma research supporting a PhD Student whose research is related to finding a cure for melanoma.
In addition there will be free skin checks on the day carried out by two doctors.
We are again planning on having a large display of vintage, classic and veteran hot rod and motor-bikes together with a large number of stalls.
If you belong to a car club we would love to have your members and their cars attend please put our event on your calendar for a run or cruise to the beautiful Kiama on Sunday 12 November 2017.
Displaying/showing your car is free.
On entry we will be asking for $5.00 donation per person in support of melanoma research. There is no donation payable for children 14 years of age and under.
General Information:

- Car Parking is free
- Stall sites from $50
- Enclosed is a flyer explaining all the details
- Enquires Ph Bob on 02 42341336
- kiamacarspectacular@gmail.com
- Visit the event on Facebook

Many thanks,
Kiama & Gerringong Rotary Clubs
Guildford, Perth, WA



SIMPLY SPORTS CARS ARE LOOKING FOR 4 TOUGH MUDDERS IN SUPPORT OF BEYONDBLUE



Image via Tough Mudder Australia

The Simply Sports Car team are taking on Tough Mudder this November, in support of beyondblue, and have four spots free for members of the Lotus community.

The Sydney Tough Mudder will be held in Glenworth Valley on the 18th & 19th of November, 2017. It's a 16 kilometre event featuring 20 obstacles. Further details about the event itself can be found on their website.

Spots in the Simply Sports Cars team have already been paid for, so all that is required of you is toughness, willingness to get muddy and some help promoting the team and raising funds for beyondblue. If you would like to join the team and participate in the event, please contact Paul at Simply Sports Cars.

The team's fundraising page can be found right here:

https://toughmudder-sydney.everydayhero.com/au/simply-sports-cars

Thank you for your help in supporting this great cause, which is both incredibly important and close to our hearts.

Simply Sports Cars

THOUGHT READERS MIGHT LIKE TO SEE THE CLASSIFIEDS PAGE FROM THE UN CLUB LOTUS MAGAZINE

Club Lotus Classifieds

FOR SALE

TO ADVERTISE WITH 1 PHOTO COSTS £10, WHICH CAN BE PAID BY CARD OR CHEQUE PAYABLE TO CLUB LOTUS LTD. GET YOUR PHOTO IN ASAP, AS SPACE IS LIMITED! TEXT-ONLY ADS ARE FREE TO MEMBERS. TO ADVERTISE IN ISSUE 1 2018 WE NEED YOUR ADVERT BY 15TH DEC. EMAIL jane@clublotus.co.uk

1967 Elan S3 SE Coupe. Bought in March 2013, previously owned by 3 members of one family. Carried out full restoration over next year. Based on existing Lotus galvanised chassis, everything else checked and tested, overhauled or replaced; interior completely retrimmed. Bodywork repaired and repainted original Cirrus White by Fibreglass Services (Miles Wilkins). Mechanical work by Max Hurst at Lakeside Engineering. No expense spared! Back on road March 2014, rebuilt engine, inc newly relinered block with new fast road camshafts and pistons in Spring 2015. Total mileage 52K, 7K of which since restoration, includes trip to France with Club Lotus. Winner, HLC Autoglym trophy 2016. Club Lotus insurance valuation £42K. Fantastic car to drive. Selling to make space for new project. Price £38,000, inc a few bits and pieces such as original radio and workshop manual. MoT to end February 2018. Email alanbriggs1@gmail.com for photos and more info.

Elan parts - signed s/wheels, new wheel trims, nose badges, dual gauge, tonneau, rd usa driveshafts, S3 door handles and lock set, used parts, K/O wheel, steering rack, rear struts, f/s shafts, rear calipers, BV cam cover, late front covers, Webers and airbox, sump, alternator and bracket, fuel gauge, bonnet lock handle, dipstick, diff brace, horn push - green or black, gear leaver, gear knob. 07783 717433.

Elan two seater parts: S1/S2 door furniture parts, new re-manufactured parts: pr front window channels in brass £160. 3 prs wrap around lock plates £70 per pr. 6 sets of window channel fixing brackets £35 per set of 4. All of the above are expertly made and need chrome. Diff alloy nose piece £225. Pr rear calipers for light rebuild with unworn linkages £ ask. Set of 4 26R front upper wishbones £110. S3/S4 rear wiring loom new £30. All prices plus secure carriage. 01257 462899.

Elan M100 1991. Manual, 1.6l, petrol. British Racing Green. Full MoT, good service history. New computer fitted in 2013 and rear calipers replaced. Brought in 2006. Currently 15,079 miles approx true mileage, original engine. Excellent runner in very good condition. Three owners. Asking price of £12,500. I would love it to go to someone who will appreciate it. Judith 01223 308580 or email JUDIRUM@hotmail.com



Elan +2S 130/5 1974. Lotus Yellow, leather interior fitted and resprayed 2009. Replacement Spyder chassis, tubular Spyder wishbones with suspension fully rebuilt with new parts, rebuilt diff, Tony Thompson stainless exhaust and fast road manifold, rebuilt gearbox and solid drive shafts (both by Mick Miller Lotus). Engine has 10K since rebuild and rolling road tune 9 months ago delivering 161 BHP and 131lbft. Very fast car - once driven you'll be smitten. Car recommissioned late 2016 after chassis replacement with extensive refurb and replacement of many parts. Had minimal use since and needs new home as now concentrating on new projects. Lovely car that needs new owner to lavish further love and attention and give it the use it deserves. Faults - trim around windscreen could do with renewing, some bubbles in front bumper chrome where bolted to body, very minor paintwork wear and tear. Offers over £20,000. Pictures available on request and all invoices spent over last 10 years. Some spares available. Mike 07753 628696 Kent.

Talbot Sunbeam Lotus. 3 owners from new. 37,325 miles. 1980/W. bought by us in 2008. Extensively restored in 2008/9. Constantly being improved and kept in lovely condition. A brilliant, reliable, grin factor 10 little car, that has taken us all over the UK and Western Europe. Please email us for a full list of modifications and history. This is my 5th Sunbeam Lotus and we ran a business selling Sunbeam parts for 10 years so please don't waste our time if you're a knobber... We are selling because we want to, not because we need to. £39,750. 07920 538498, work: 01794 322293, home: 01425 472204. Email mhigman7@aol.com



Low miles 1990 Esprit SE. British Racing Green, Magnolia leather. Two previous owners. Full history. Only covered 29,870 miles. One year MoT. Imaaculate condition throughout. £27,950 ono. Tel Mark 07973 663061. For more info visit www.monkschapel/lotus



Looking for my old Elan +2S, Reg YDA 575H. When I sold it, it was white. I owned the car for over 10 years and we parted ways when I moved to Canada in 1999. I would love to know what became of it or better still buy it back. Please contact me with any info at jpjmcelroy@hotmail.com



1995 Elan M100 S2. Ltd edition no. 303. Calypso Red with Cream upholstery. 60,020 miles. New MoT and service. Lots of history. Recent paintwork and refurbished wheels. Nice and clean and drives well. Also full Lotus Service Notes manual. £7900. 01628 674102.



1962 Elite (Lotus 14) S2. Present owner since 1971. Current mileage 19,600 plus 26,000 on old clock. Very little use mainly car shows for concours. ZF gearbox. Aluminium petrol tank and radiator. Rear drive shafts / bearings converted recently to sealed units from Bruce Mansell. Pirelli Cinturato tyres. Colour - Platinum (Rover colour) originally White. Wheels same colour, new 12 years ago. Engine FWB steel crank, standard camshaft, rebuilt 3000 miles ago. Standard mains and big end. Venolli pistons, 11.1 compression. New guides and valve seats. Twin 40 Webers. Stainless big bore manifold and silencers. 4.2 differential. MoT until 28 August 2018. Full history available. Many good spares. Price £80K. Original FWE no 10617 engine available, needs rebuild. New leaded valve guides and seats. Can be sold separately at £5K. John Dunbar, Edinburgh. Phone 0132 229 5170 or email dunbar.art@btinternet.com



For sale, recon 1600 twin cam engine, LP421c block, open for inspection.. Offers please tel 01263 519499.



Recon 1600 twin cam engine, exon big valve head, 6015 block, open for inspection. Offers please tel 01263 519499.



For sale registration number FA57 LOT. Currently on retention. Reluctant sale £2,500. Call Richard on 07860 521160 or 07783 413737.



Future all-British Classic for sale: Type 23 Elise. 49th from a limited edition of 50. 2003 K Series Elise to celebrate the Lotus Type 23. Only 24 still in UK. In same family's ownership since new. Original factory reg. plate available as current number to be retained. Targa top plus green fabric roof. Unused spare set of wheels and internal side trims available. Never tracked. Only 16,000 cosseted miles from new. Maintained by Lotus specialists Lakeside Engineering. Taxed and MoT to Sept '18. New cambelt. All receipts, documentation, FSH etc. Appreciative owner sought. Offers above £20,000. Tel 07496 015636 Surrey/Hants border.

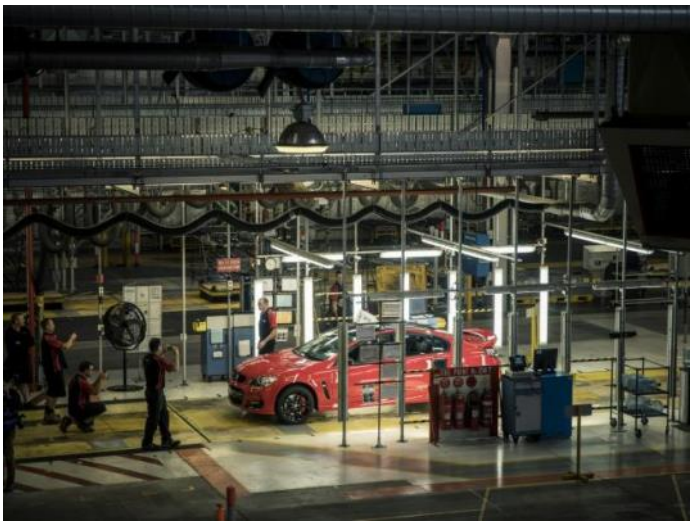


The Local Car Industry

Founding CLA Member Brian Caldersmith is tired of people bemoaning the loss of car manufacturing in Australia

I am bemused with all the hysteria and emotion associated with the demise of the local car industry. There was a hue and cry about Holden's original announcement, which followed Ford's earlier one - and then subsequently followed by Toyota.

The media coverage was intense with politicians, union officials and anybody who had ever owned a car expressing their opinions with vigour and emotion. Numbers were being quoted of jobs lost directly and indirectly within the industry and the enormous repercussions that would emanate from the closure. There were all the usual arguments for and against further government support and everybody had an opinion.



The last Holden rolls off the production line

And it's on again now that Holden are building their last car here. Frankly, I was impressed how the obvious was handled. Firstly, the acknowledgement that we cannot keep making cars and secondly, four years notice! I have never heard of a company telling an employee that you will not be required in four years. Not next week or next month – in four years! Amazing stuff. The reality is that it is not a viable industry here.

However, there was a far bigger manufacturing industry in this country that died the same way, but nobody cared. Nobody was even bothered to talk about it. The home appliance industry was many times bigger than the automotive industry! Think about some of the brands that were manufacturing products here:

Kelvinator, Westinghouse, Malleys/Whirlpool, Hoover, Hotpoint, Metters, AWA, Sunbeam, Crosley, Simpson, Frigidaire, Philips, St George, Chef, Wonderheat, Vulcan, GE

And several of them had been around for 100 years.

Malleys alone, had almost as many direct employees as GMH and used more steel and paint! With factories in Queensland, New South Wales, Victoria and South Australia it also had a huge base of component suppliers as did all the other brands and many industries grew up from supplying the appliance industry and went on to add the automotive side to their business. The biggest manufacturing group was in appliances.

So what is all the fuss about a few car makers?

They got all the press and a higher profile because there is obviously more emotion and attachment concerning motor vehicles than washing machines or refrigerators. That public interest is reflected in the number of magazines, TV shows and press reports associated with cars. People love their cars. Not a lot of emotional attachment to dishwashers....

Because you can get more appliances into a container than vehicles, that industry went first. And it went quietly without a whimper or comment from politicians, unions or the public. Time to get real about the situation. It happened before in a much bigger industry and the country still prospered. Remember that we are trying to build things for the entire country *with a population about the same as New York State.* That's what happens – its evolution – we adapt and move on.

Besides, don't forget that there are a lot more people involved in distributing, marketing, advertising, selling, financing, repairing, maintaining, insuring and writing about cars than the small group making them. So the car industry here will carry on pretty much unchanged.

Join us at Peppers Craigieburn Bowral for a fabulous Christmas Lunch



The Club Lotus Australia (NSW) Christmas party will be held on Sunday the 3rd of December at Peppers Craigieburn (Centennial Rd, Bowral NSW 2576, www.peppers.com.au/craigieburn).

The cost will be $55 per head for a casual buffet lunch, not including beverages. Children are, of course, most welcome.

Plan is to meet at **Loftus Oval at around 8.00am for an 8.15 departure**, and head south the scenic way for **coffee chez Ed and Kath Burton near Kiama**, before then heading along more fun roads to **Peppers Craigieburn in Bowral**, where we will park up, eat (drink for those not driving) and generally be merry. If you would prefer to join us there, that is of course perfectly understandable - we will book your place based on the deposit to the CLA bank account below.

Please deposit $55 per head as follows:

BSB: 633 000

Account: 1442 79056

Name: Club Lotus Australia Inc

Payment ref: Xmas Joe and Joanna Bloggs

Letters



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

G'day Tom

I'm devastated that nobody got last month's quote !

This month's quote has a linkage to last months, so I'll have a go - I reckon it is a former Lotus F1 and F2 driver, "JYS" aka Sir Jackie Stewart, multiple world champion and safety campaigner who also famously said that "Cornering was like bringing a woman to climax", and I don't think he was talking about the Coventry engine.

Stewart drove for Team Lotus in F2 early in his career, and made his only Lotus F1 appearance when he replaced Clark in a Type 33 at the Rand Grand Prix in late 1964. He thereafter steadfastly refused to drive any of Chapman's creations, allegedly because he distrusted Chunky's on the limit engineering style.

After Lotus, his career was spent with BRM, then with Ken Tyrell in both Matra, March and Tyrell chassis, for a total of 3 World Championships.

So, what is the link between last month's Mark Webber quote, and JYS ?

Well JYS bankrolled by Ford Motor Company brought Stewart Racing into F1 in 1997. The team was eventually taken over by Ford, who rebranded it as Jaguar Racing, and eventually sold it to Red Bull. Webber drove for the team in both Jaguar and Red Bull incarnations, and last month's quote is from his Red Bull period.

Cheers

Andrew Stevens

Club member John Tarran sends us these horrifying pictures of a recent accident at SMP in his Lotus 61

John explains, "I was hit by a guy going into turn 2 at SMP during a ARDC race meeting. His right hand front wheel went in between my left hand front and left hand rear wheel and it spat me over onto my lid. Landed heavily on roll bar and helmet then eventually back on wheels. I was pretty stiff and sore afterwards but it could have been a hell of a lot worse. I have been racing the 61 for the past 17 years. It has competed regularly at Bathurst, Phillip Island Oran Park and more recently SMP and Wakefield. It's a great vehicle and I won the Club Lotus John Dawson Damer Trophy with it some years ago. Now that the repairs are under way I thought our club members may like to see the photos." Regards John Tarran.








the HSRCA's
SUMMER FESTIVAL
NOVEMBER 11 - 12
SYDNEY MOTORSPORT PARK
61
AN ACTION-PACKED WEEKEND FOR ALL AGES
SPORTS & RACE CARS FROM THE '40s to '90s
UNRIVALLED ACCESS TO THE CARS
MEET THE DRIVERS
HSRCA
SHANNONS
WWW.HSRCA.COM

ENJOY MAGNIFICENT MOUNTAIN ROADS WITH THE LOTUS TOUR AT TARGA HIGH COUNTRY

Lotus Cars Australia has announced the Lotus Tour at Targa High Country 2017, which will run as part of the 2017 Targa High Country Rally over the 10th to the 12th of November this year. Spaces in the tour are extremely limited, so if you're interested get in touch with Richard at Lotus Cars Australia ASAP!

The Lotus Tour is a non-competitive category within Targa High Country that will see you driving the same route as the competition cars. It's a chance to enjoy the atmosphere of the event and the astonishing winding roads that it takes in. The roads are closed to incoming traffic, and as long as you drive safely within the normal posted speed limits, you're free to enjoy them in a spirited manner.

The tour is based in Mount Buller, and each day starts and finishes atop the mountain. You will travel in a group following a Lotus Tour Leader car and run ahead of the competition field each morning. In the evenings, the group will catch up over a social dinner with other Lotus Tour members as well as the Lotus competitors and crew.

The tour will run for five nights at a cost of $4,500 per car including GST. a 50% deposit is required to secure your space, with the balance payable by the 31st of August, 2017. Entry is limited to just 12 cars and spaces will be secured on a first come, first served basis.

To book, contact Richard at Lotus Cars AustraliaRichard at Lotus Cars Australia to register your interest.

Targa High Country was a highlight of 2016's Lotus calendar, and we're sure it will be again in 2017. Check out our coverage from last year here to get a feel for the event.

Read on for some further details thanks to Lotus Cars Australia.

WHAT DO YOU NEED?



A road registered Lotus vehicle
A navigator (or co-driver) willing to share the experience
A first aid kit
Reflective triangles

AN OPPORTUNITY TO DRIVE YOUR LOTUS AT MOUNT PANORAMA

Simply Sports Cars, in association with Challenge Bathurst, are offering 12 entrants an awesome opportunity to unleash their Lotus around Mount Panorama this November 16th & 17th.

The team will be participating in November's Challenge Bathurst, which offers two days of track time on the iconic circuit. Simply Sports Cars will provide support and will be bringing along four-time Bathurst 12-Hour class winner Mark O'Connor to act as a guide.

The cost for the event is $3,299 including GST, and entry includes:

Entry to the 2017 Challenge Bathurst Sprint Group (a vehicle can be shared by two drivers)
Two days of track time including 8 20-minute sprint sessions
1 familiarization run
1 practice
6 timed sprints with Mylaps timing
Simply Sports Cars support for both days, which includes a mechanics and engineers team, as well as access to the wealth of knowledge that the team has gained from winning multiple Mount Panorama racing events
A dedicated Lotus pit garage
Lotus Pit Suite
Gourmet lunch for both days
Comfortable 40-car grid

If you're interested in this opportunity to drive your Lotus on one of the world's greatest race circuits, simply go to the Simply Sports Cars website



Mark O'Connor in the 2015 Bathurst 12-Hour, thanks to Martin Duursma

Answer to last months "Now who Said That?"





Well I thought this one might be a bit easier. Lots of entries but first in was Rob Costa with the correct answer being Jackie Stewart. Sir John Young Stewart, to give him his correct name, or JYS as he was known to the readers of MotorSport in his racing days.)

In 1966, a crash triggered his fight for improved safety in racing. On the first lap of the Belgian Grand Prix at Spa-Francorchamps, when sudden rain caused many crashes, he found himself trapped in his overturned BRM, getting soaked by leaking fuel. The marshals had no tools to help him, and it took his teammate Hill and Bob Bondurant, who had also crashed nearby, to get him out after borrowing a spanner from a spectator's car. Since then, a main switch to disconnect electrics and a removable steering wheel have become standard. Also, noticing the long and slow transport to a hospital, he brought his own doctor to future races, while BRM supplied a medical truck for the benefit of all. Stewart also began keeping a spanner taped to his steering wheel

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months' quote, ~

And to make it a little easier he is talking about an incident at Watkins Glen in 1967

Coming out of the turn at the top of the hill, doing about 150, I felt something break. The back end came out, I came up to the curb at an angle, and it turned sharp right when I ran out of curbing. Funny how fast your mind works. In tenths of a second, I shut off the fuel pumps…didn't want a fire. Shut off the engine…didn't want to blow it. Hanging on for dear life, trying to brake, downshifting, I was saying to myself, '……., this is going to be a bad one!'

Winner announced next month

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

CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
November				
	Saturday, 11 November 2017	HSRCA Summer Festival	9.00am	SMP
	Sunday, 12 November 2017	HSRCA Summer Festival	9.00am	SMP
	Sunday, 19 November 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 12 November 2017	Kiama Car & Bike	9.00am	Kiama Showground
	Saturday, 18 November 2017	Tough Mudders		Glenworth Valley
	Sunday, 19 November 2017	Tough Mudders		Glenworth Valley
December				
	Sunday, 3 December 2017	CLA Christmas Party	11.00am	TBA
January	Friday, 26 January 2018	Sydney CARnival	6.00am	Parramatta Park

CLA WA 2017 Diary

Month	Day Date	Event	Time	Location
November	Sunday, 5 November 2017	Speed event	8.00am	Jacks Hill Climb
	Monday, 13 November 2017	Meet n Eat	6.00pm	Kings Park
	Sunday, 19 November 2017	EMR	8.00am	Guildford
	Friday, 24 November 2017	Go Karting	8.00am	Cockburn (tbc)
	Thursday, 30 November 2017	Autostrada Track Day	8.00am	Wanneroo
December	Saturday, 2 December 2017	***Round 7 Sprint Championship***	8.00am	Barbagallo (SES)
	Sunday, 10 December 2017	EMR + Christmas BBQ	8.00am	John & Robyn's new home
	Monday, 11 December 2017	Meet n Eat	6.00pm	Kings Park



The Lotus Forums Picture of the Month

This month's Lotus Forums Picture of the Month comes from an Exige Sport 380 owner who has been making good use of the Alpine passes this summer. Known on social media as Wisu, he's also clearly a talented photographer. It turns out that he owns this particular white Exige 380 Sport and the yellow Evora Sport 410 belongs to his brother. Looks like great taste runs in the family! You can only imagine the sibling rivalry that takes place on those passes....This shot was taken at the Klausenpass.

For Sale

Lotus Europa for sale

Please find attached photo's of John's (my father's) Lotus. He has a heap of information re the car's rebuild and I wasn't about to dig through it all so I can't exactly say when the car was converted to RHD. One or two of the photo's I've provided gives a brief account of the cars history which may be of interest?! John bought the car restored. The car is stored at one of John's properties but he mainly lives at another. The car is stored at Ballarat but he would be more than happy to travel there in order to meet any serious prospective buyer





The cars presents and drives beautifully. John is asking $45k for the car. The car is currently on club permit and therefore registration is non transferable.

Please don't hesitate to give me a call (0413 008 408) for any further information. I'd provide you with John's phone number but he lives in an area with little to no mobile phone coverage!

Thanks so much for your assistance

Regards, Matt





For Sale

From Texas the right-hand-drive 1984 Lotus M90 Prototype for sale here in Australia. *Thanks to Tom Smith. For further details, or to ask any questions, please the seller via email the link to which is on the CLA website*

The car is also listed with Hemmings, and you can get to the listing by their website

1984 LOTUS M90 PROTOTYPE FOR SALE



This 1984 Lotus M90/X100 is the only one produced in this color combination, and the only one with a manual transmission. In fact it's the only one Lotus ever made.

Lotus designed and built the M90/X100 intending it to be the replacement for the Elan. Even though only one was produced, it was built using full body molds and everything was done assuming it would go into full scale production. So things like a jack, and owner's manual were provided. Nevertheless, there is some hard to find, but tell-tale evidence that this is a hand built prototype, such as scribe lines where the bolt holes were marked in the firewall, or the use of stainless steel for the fuel tank, which would have been carbon steel in the production model.

The M90 project stalled when company founder Colin Chapman died in 1982, as Lotus found itself in financial trouble. David Wickens of British Car Auctions ended up taking a controlling interest in the company, and the project was started up again, but renamed the X100. After redesigning the car to be a convertible, the go ahead was given in 1984 to make a single prototype. For the power plant, Lotus sourced a Toyota 4AGE drive train, as used in the 1984 Corolla GT, with a Toyota 5 speed manual transmission.

This is the last road car project designed under Colin Chapman, and is prominently featured in a newly released book, A Life in Car Design, by its Chief Designer, Oliver Winterbottom (2 full chapters with numerous photos and drawings). This unique piece of Lotus history has just undergone a frame up restoration. It is sold with a Texas title and is street registered with 1250 indicated miles. Everything works. There are a few minor flaws including small tears and stains on the convertible top, a small stain on the carpet in the driver's footwell, and a small scratch inside the driver's door jam. The tires have less than 50 miles, but should be replaced due to age. As can be seen in the pictures, the car is right hand drive, and has a small back seat. Sale includes spare parts, extensive documentation including import paperwork, bound owner's manual, full photo documentation, and a log book detailing the restoration. See https://en.wikipedia.org/wiki/Lotus_M90 for more info. Car is in Houston, Texas.

Vehicle is available locally for pickup. Buyer is responsible for shipping if needed and payment must be received in full prior to release of vehicle to shipping carrier. When arranging shipping, note that the original windows, passenger seat, miscellaneous spares and documentation are included with the car. The current owner will assist with arranging pickup with shipping carrier.

Title is in-hand and clear, and is being sold by an individual, not a dealer. Car is sold as-is, with no warranty.

Additional information



Powder coated frame

All interior and seat upholstery is new.

Driver and passenger door windows are light weight, bespoke polycarbonate with scratch-resistant coating as used in race cars. Electric window function is maintained. The original laminated door glass windows are included, but are severely cracked and barely hold their shape.



All lights, wipers, turn and hazard lights work. All instruments, warning lights and gauges work

Suspension is based on Lotus Excel. Stainless steel exhaust and fuel tank. Custom fit indoor car cover in fair condition. Future stereo –There is a DIN radio cutout behind the commemorative plaque. Car is prewired for a stereo with power, speaker wire to the doors, and connection to the (working) power antenna. Future AC – Air conditioning is not installed, but could be added as there is room for all the components and dashboard controls are existing. A new compressor (uninstalled) is included. Will need to buy/ install an evaporator and housing, evaporator fan, hoses, and wiring.

Technical Specifications:

Wheelbase (at design mid laden) is 2308 mm (90.86 inches). Mid laden is half way between bump and rebound.

Suspension at mid laden:

Front, Front toe in 3.2 mm, Camber 0.5 degree negative, Castor 4.0 deg, King Pin inclination 9.5 deg, King pin ground offset 48 mm, Anti dive 40%, Roll centre height 26 mm

Rear: Toe in 4 mm, Camber angle 0.5 deg, Anti squat 0%, Roll centre height 50.8 mm

Steering: 2.9 turns lock – lock, Turn circle kerb – kerb 28.5 feet, Ackermann 29 deg – 31 deg full lock positive

Fuel tank 12 gallons



Max engine speed 7600 rpm, Max power 123 bhp at 6600 rpm, Max torque 104.5 pounds feet, (DIN) at 5200 rpm

Front track 1440 mm, Rear Track 1460 mm, Overall length 3921 mm, Width 1698 mm, Height 1187 mm, Ground clearance 130 mm (below exhaust system), Kerb weight 895 Kg

Price: $86,000 negotiable