October 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
- A welcome return to Alastair Browne
- 2016 Beyond Blue Eggs Benedict photos and results
- Part 1 of the Brian Caldersmith story
- Some great shots from Goodwood

Club Lotus Australia
October 2016

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

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

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

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo: This lovely shot of Jennifer Hogan's Lotus 7 sheltering out of the approaching storm on the veranda of her mother Anne Blackwood's house

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

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

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

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

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

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

Club Lotus Australia Committee

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

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

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

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

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

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

General Committee Rob Costa (02) 9597 1470, robert@southhouse.com.au **James Chan**.

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

Webmaster: Seth Reinhart seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

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

Registrars

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

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

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

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

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

Presidents prattle
With Ashton Roskill



Heavens, it's October already
Which means you need to start getting organised for Christmas, and that in turn surely means joining the CLA Christmas Party at Bombini's doesn't it?

If you haven't already, drop me a line and transfer the funds - $35 per head. Do it now.

Huge thanks to everyone who came to the AGM; your Committee all resigned and mostly stood again so thank you to all of them for continuing the good fight. Enormous thanks to Kris for her eight years as Treasurer, and an equally large measure of thanks to Greg Cliffe who has taken over. Welcome Greg.

We had a spectacularly fun day last Sunday at Ebony Hall, and very grateful thanks to Anne, James and Jen for hosting us in spite of the painful gap in proceedings due to the loss of Maurice. We raised a fat wad of cash in his honour for Beyond Blue. We also ran the second round of Round the Buckets which gave Pete Walker the chance to defend his title. He lost it to Stephen Palmer, also in an Elan.

Well done Stephen for continuing the now-traditional trouncing by old of new. We'll be back in the paddock in March for a different format of event....

The last weekend in October is the third LOTD (Lotus Only Track Day); these are brilliantly run, fantastic value for money (four 15 minute sessions over the day) and very social. If you haven't done one, do this one at Winton.

And bring your regularity car to keep me company at the back of the pack (this'll be a shakedown for the Eleven). Email PJ at SSC - pj@simplysportscars.com and he will sort you out.
The following weekend is Targa High Country where 16 Lotus cars will be competing. Come and have a fun weekend with us; I'm running the Eleven in the Tour category which should be interesting.

HSRCA has invited CLA to be more involved in the Tasman Trophy meeting on 19/20 November than we have been for a long time. This is thanks to Ed and Daniel gently pushing our case for some time.

We have been offered our own Regularity slots across the weekend (4 in total) for Lotus cars only. This is a unique opportunity for our members to bring their cars to the track in a safe environment (as we all know each other well) and engage in a great motor sport weekend.

Don't forget that Tyre Kick and Coffee is on 16th and an EMR to Austinmeer is happening on 23rd, so no excuses for failing to get the car out of hibernation.
Now I just need to service the front calipers on the Elan in time.....

Elsewhere news has surfaced that Proton may sell Lotus - front runners apparently are Renault or Toyota, with Peugeot/Citroen also in the running; could be interesting.

I look forward to seeing you out and about, and hopefully you'll see photos of the Eleven running shortly.....but don't hold your breath.

Keep it safe, upright and on the blackstuff,

Pip pip
Ashton

From the Editor Tom Devitt



We have been given a fabulous opportunity by the HSRCA to lake place in an all Lotus Regularity event at the Tasman Trophy weekend on the 19th and 20th of November.

So How do you get to run in this event?

Well you have to have a minimum of a CAMS S2 licence. What's an LS2 license? Well, to quote CAMS, "A L2S licence entitles the holder to compete in L2NS events plus regularity trials up to National Championship level, single and multi-car speed events (not racing) up to International level, drifting events and touring road events that do not run over closed road sections''. If you regularly compete in Super sprints, then you have an LS2 licence. If not, you will need to start the process to get one, but don't panic, its dead easy! Type CAMS LS2 licence in your browser, hop in to the CAMS site and fill out the form electronically. As well as giving your personal details you will need to fill out a health statement and a "fit and proper person" statement, hand over $125.00 to CAMS and wait for your licence to arrive in the mail.

What clothing do I need? For these events, the minimum is normal everyday shirt, trousers, sox shoes and underwear but must have coverage to wrists, neck and ankles. Most important it must be, clothing of non-flammable material e.g. cotton or wool but not synthetics or even synthetic blend. If you are going to take this up on a regular basis it is probably worth investing on an approved racing suit.

You also need a helmet. Now the marketplace is full of helmets but you will need a CAMS approved one. This boils down to the standard to which it has been constructed and this can be found on a sticker inside the helmet. CAMS are in the process of changing the standards but for the moment the basic standard is AS 1698 but this is soon to be superseded. Again, if you are now going to compete on a regular basis you may as well invest in a helmet with a standard that will take your CAMS approval to at least 2020

What about my car? Well, if it is road registered you are pretty much OK except you will need the minimum of a hand-held fire extinguisher. And to quote the CAMS Manual, '' it shall be secured using a metal bracket attached to the automobile with only high tensile bolts or equivalent fasteners and must remain restrained under a deceleration or acceleration of 25G; and must be capable of removal by the driver (or crew, where applicable) without the aid of tools.

If the car is not road registered there is a whole new series of hoops you will need to jump through and the simplest way to start is to be in contact with Mike Basquil (our club captain) and he will tell you how to get started. (mbasquil@clublotus.com.au)

And that's about it. For events of this nature you don't need a roll bar or roll cage, you don't need a racing harness and a lap/sash belt is fine. Note you cannot wear a HANS device with a lap-sash belt. However, if you are going to get serious then your helmet needs to accept a HANS device and you need a full racing harness (4 or 6 point and CAMS approved)

For suit, extinguisher and helmet we recommend you go to an established race supplier such as Race line race wear, Revolution race gear or Autosport (on line)

And finally you have to enter the event and pay the entry fee. To do this you have to go through the CAMS portal on their website, so you will need your LS2 license first, then get on the website and register. From there you can go to enter the event.

Tom

From the Track with Mike Basquil

2016 CSCA September Report



September is the month when there is something on every weekend to keep us occupied and off the streets as they say – which appears all wrong for a car club. There was a State round of the Super-sprint Championship; the CSCA Driver Training Day with the Triumph round the following day; our annual General meeting; the Lugarno Lions Spring Festival; and the Eggs Benedict event so a busy month, competition for free time is at a premium with only the Eggs Benedict day enjoying the support of large number of members.

The CSCA Driver Training Day is always a struggle to make a break even event despite the obvious benefits for those that participate. Triumph host and run this day, this year in an effort to keep cost down we decided to use the Marulan Driver Training Center as the venue which we hoped would be ideal for the purpose – sadly only those without a prejudice it not being a 'proper' circuit, turned up, as a result those that entered had lots of time on track. The day was run by MDC staff and ran very smoothly despite a couple of recoveries in perfect conditions with everybody being exhausted by 3pm in the afternoon. The CSCA lost a bundle on the event and will impact on affiliation fees and the Presentation Event at the end of the season, while we still want to run the event options are being looked at in venue and timing within the calendar. Personally I would like the Event to continue as we don't have many new runners from the other CSCA clubs and very few young folk to take the baton into the future.

Round 7 of our Series hosted by Triumph was held the following day at the same venue, when this venue was first put forward I strongly suggested that we would struggle to get a field despite the low Entry fee. Many potential entrants were reluctant to give the venue the benefit of the doubt put off by reports of it being narrow with little run off; short and twisty; little cover not close to accommodation and anything else that 'might' be a barrier, all without actually having visited the site. As a result we only had a field of 45 runners of which 9 we representing CLA 7 of those in Lotus products, a small field and I think TSOA will struggle to break even on expenses, those that entered had plenty of runs, in variable conditions and all reported having a good time.

RESULTS: Len Goodwin continued his clean sweep of the early marque classes again winning *Class C2* the battle in this class was between the MGB's hoping to get closer to Len's times. *Class D8* was the battle between the Rover Elises Richard Wodhams 2nd in class sandwiched between two MG Newcastle converts to the Lotus Marque. *Class D0* had Mark Alexander a class winner again and fastest Marque car on the day in his Exige S, Mark had to work hard to post such an impressive time worth checking out the Youtube footage. Steven Alcorn was 2nd his confidence in his Elise S continues to grow with times improving with each outing, appears Orange cars rule in this class. *Class D1* Leigh Fuller in his Exige V6 was the







only runner so naturally took the laurels. *Class R7* saw Dave Mackie in his HPE Exige top the class. In the Non Marque Classes Terry Waugh in his Porsche 944 placed 2nd in *Class 8BM*. Terry's Porsche must be one of the most campaigned cars around. *Class 9BM* had Peter Deller in the Commodore a class winner with co piolot John pushed into 3rd place by another Commodore all three with less than a second separating them – who said the MDC wasn't for bigger cars.

The Pointscore now the Series is complete shows no surprises CLA has comfortably taken the Club Championship, realistically we are the only club that has a current car in the market with the exception of Jaguar and we turn up at events in large numbers the other clubs are fighting a loosing battle on that front, although MG Newcastle almost matches us for numbers. In the Drivers Championship Mark Alexander and Len Goodwin by my calculations are on equal points so should be co Drivers Champion. In the Class Championship CLA representatives are placed in the trophy winners in all classes we contest, once the Point scores are complete and we do any final checking I will distribute along with details of our Presentation Evening which will again be held at the Carlingford Bowling Club which is about as central as we can organize so everybody has an opportunity to attend.



The next Event on our Calendar is the LOTD day organised by Simply Sports Cars at Winton just south of the boarder on 29th October. These Events are extremely well run and deserve our support, we even get the chance to socialise with our Victorian cousins full details are on the SSC website.

Now for something totally DIFFERENT the HSRCA have invited us to run Lotus Only regularity at the Tasman Trophy meeting in November at SMP with the possibility of this continuing into future meetings dependant on the level of support, so something extra to think about, full details are on our Club website with a flyer in the magazine.

See you at the Track,

Mike Basquil

Thanks to Mark Alexander for the fabulous photos

Last Lotus Lunch for 2016

Limani's on Narrabeen lagoon

11 Narrabeen St, Narrabeen NSW 2101

12. Midday Saturday 12th November



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

Bookings essential to: Tom Devitt t.devitt@bigpond.com or on 0417 295 549



For restaurant lunches we share the bill equally in cash, so if you feel like a very expensive bottle of wine we ask you to organise to pay for it yourself so as to be fare to the other diners

Quokka Talk

By Eddie Lankhorst

The Western Australian sprint scene had changed dramatically when the RAC Driver Training Centre closed its doors to all motorsport activities due to noise complaints. This has left our small community rocked, leaving us with only one local (heavily booked) racetrack to play on. There is a group fighting to reverse the closure but even then it will be sometime before we hear more. As such our sprint championship has been abandoned and our calendar needing a change.
Another change to our calendar is our planned EMR to Tom Riley's car collection which has now been re-scheduled for the new year as Tom had other commitments on our planned date.
So our Calendar is:
October

- FibreGlassics car run Sunday 9th Oct 8am meet at Mean Machines, Morley
- Boab Meet n Eat Monday 10th Oct 6pm Kings Park
- EMR Sunday 16th October 8am meet at Guildford Railway car park
- British Auto Classic Sunday 30th Oct car display at ElCaballo Resort, Gt. Eastern Hwy. Woo roloo – contact Eddie 0414 431 589 for details.

November

- Boab Meet n Eat Monday 14th Nov 6pm Kings Park
- EMR Sunday 20th November 8am meet at Guildford Railway car park

December

- Christmas EMR and BBQ – Bullsbrook Sunday 4th December (details to follow)
- Barbagallo Speed Event Series Saturday 3rd December

I really hope that we can find a suitable sprint series for the new year otherwise we all may be racing on the roads of Perth (joking). Next year I also plan on including a weekend away to the Ferguson Valley region for a weekend of driving some brilliant roads. And don't forget Lotus 2017 at Beechworth in Victoria, book your accommodation today so as not to miss all the action and fun.
Remember stay tuned for all local events via our facebook page "WA Lotus Group". Look forward to meeting all Perth Lotus owners at our next event.



Graham's M100 Elan

Early Morning (Dam Long) Run
By Vicky Rowe
It was an another chilly Perth morning (4deg) as we headed out to our meet spot, at the Guildford station car park. Yes, I can hear you all on the east coast say piff, that's not cold, but just like you we've had enough of the cold this year. We're all longing for some Spring warmth and I was hopeful when I heard the forecast was to be 19.
We were greeted with a colourful array of Elise, Exige and one Elan (M100). It was a good sized crowd for Perth (13 in 8 loti), all excited by the prospect some exciting roads on a longer than usual EMR and also hopeful of a warm spring day.



Starting Point

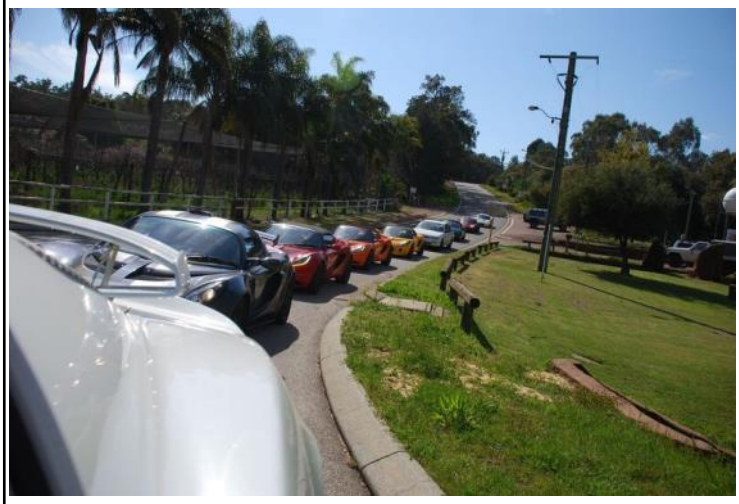
Jeff stopped by to introduce himself briefly. While not joining us on our run he too was excited about the upcoming Targa high country rally he has entered with his son (Evora owner from NSW).
Overcast but dry, we set out towards the hills. While the ultimate destination was Pinjarra (85 kms south of Perth) I suggested we start in the hills, heading east. Ed, as usual, put together a brilliant plan, incorporating some local favourite routes as we snaked a path east, then south. But not everything went according to plan.
Some say the roads around Perth are pretty boring. I think we prove them wrong every month. But no one can argue about the roads as you go south. The problem is just distance and so you need to allow the time. The further south you head the more rewarding the roads become.





Coffee stop Jarrahdale

It's one thing to set a good plan, but you can't always foresee everything. Our first hiccup of the day was on our way to Canning Dam. Admittedly we did ignore a few event signs, but it wasn't until we almost reached our destination that we learned that the tulip festival at the nearby Araluen Botanic Park had blocked our path, so we had to back track around to find an alternative route. Happily, the alternative was just as good and no one was in any hurry. The Jarrahdale General Store was our first stop for a cuppa. It's a popular and cosy place, set amongst the trees, but its popularity forced us out to the deck. We chatted and shivered. Where was our lovely spring day? At least the cars were warm, so we moved on quickly. There was much more to enjoy anyway, further on ahead.



Over morning tea John suggested we visit Dandalup Dam near Dwellingup, so we added that to our agenda. But first we visited Serpentine Dam. The roads around the dams are usually pretty interesting and on this run we seemed to drive around quite a few. Some, such as Serpentine, offer good photo opportunities. I noticed the roads here were wet and it was starting to feel really cold. Dam! Wish I bought my jacket.
On to Dandalup Dam and it was definitely worth the diversion....right up until we hit the end of the Tarmac. We were faced with another turn around, retracing many kilometres, or we could travel an unknown distance on the dirt road. I was pretty sure that Mike and Elly, in their new Elise S, would prefer the extra k's. but a passing 4x4 and claimed the dirt section was only about a kilometre. After some negotiation and careful instructions to the dirt road virgins we set off at a slow and steady pace. Thankfully it wasn't long before we reached a junction and some more black stuff. If only I was quick enough with the camera to catch Mike kissing the ground as we left the dirt track.



Dandalup Dam

Dwellingup was crowded with triumph motorcycles, trying to set the record for the most triumphs at the one meet. They tried but appar-



Off Roading

ently they weren't triumphant (sorry, had to do it). We were welcomed at the wood heated and ever popular Blue Wren Cafe, but sadly relegated to the outside table. By this stage it was freezing and threatening rain. Hopes for a warm spring day were well and truly smashed by this stage. Mike talked to the waitress and suggested that 'lots of trouble' was brewing in his comical and endearing manner. It worked and after a bit of musical chairs we finally settled in for a lovely lunch.



Robyn's Elise S

By this stage most were needing to head back to Perth, but Ed was saving the best till last. Mike, Elly and Steve joined Ed and I for some brilliant roads around Waroona and Pinjara, including the private Alcoa road. It may have been a little drizzly by the time we headed home but nothing could dampen our spirits. Who needs a sunny spring day when you have the warmth of great company and the joy of some long windy roads in a lotus?



Mike Ellie Elise S



Gavin's Elise S

Federation Tour 2016 Marong to Mildura

From Alastair browne



Alastair and Bill a legendary team

How come you get your photo in the Swan Hill Guardian and the Mildura Sunraysia Daily?" - was often the question towards the end of the Tour. Well I dunno! It must be that stupid hat (is that your hair???) or is it because we are so desirable as seniors?

The Federation Tour was one of the best tours that I have been on and showed a high degree of preparation by the Committee, the 60 cars which took part, the continual gifts, the great drives and places to visit.

It got colder and colder the day we set off in my 1980 XD Foulcan, heading south east from the Northern Beaches on Saturday 27 August, to Mulwala on the Mexican border where we met up with Ron and Barb in their EH, and Allana in her Porsche. Bill Bush accompanied me because his 'new' Charger in matt black (stealth fighter, number plate One Beast!!) was not yet ready for action and required more surgery.



Alastair's trusty XD Falcon parked on the outskirts of Coomella. The sigh above the number plate reads 'If I'm going to hell, I'm going in a Ford'

Bill and I had decided not to sleep together this time after sharing last time 'cos it ended in tears, each with our own nocturnal problems you understand!

So on Sunday we were up at sparrows for the ultra-quick drive down tiny roads to Marong, near Bendigo where there was a huge display of cars and a roped-off section for the cars on the Tour. Our package included all sorts of meals and a very pleasant surprise awaited us here of a fresh roll and guts.

Then it was off to our cabins in Bendigo and a meal at the car club HQ.

On Monday we travelled on some quiet roads to Barham (NSW) where the Border Flywheelers have their club and huge display of machinery and artefacts. Then on to Swan Hill for 2 nights staying in cabins on the river. The next day we travelled to the Lake Boga Flying Boat Museum which is fantastic. Next March about 20 flying boats will be landing on the lake for a spectacular reunion.

On Wednesday we travelled via Woorinen, Viniffera, Chinkapook, Nyah, Manangatang and Hattah (all tin pot Mexican villages) and ended up at Lamattina & Sons, Carrot Growers. We thought we were all going to get a bunch of carrots but no, just a lovely morning tea and viewing of the facility – plenty of 457 visa people around, let me tell you. Lunch at Robinvale then onto Mildura.



Another fancy dress evening

We travelled into Mildura in convoy and met up at a large car park where we were each given a metal grape-washing basket packed with goodies – unbelievable, the largesse which was bestowed upon us. Unfortunately the rat, which had taken up residence in my XD in Sydney, had a bite out of a chocolate bar!

On Thursday we travelled to Red Cliffs to see Big Lizzie (not an overweight Queen) and a German Howitzer where we learned that one shell weighed 119 kgs. Then onto the Millewa Pioneer Forest and Hysterical Village for yet another bbq.

Back to Mildura where we were staying in cabins on the river for Happy Hour, a ritual amongst our travelling companions every afternoon at 5pm.

On Friday we travelled to the Australian Inland Botanic Gardens representing many thousands of specimens from around the world. Then to Wentworth and lunch at the local aero field. A trip to the confluence of the Mighty Murray and Darling rivers was a must. Back to Mildura and then a short trip to Gol Gol car club rooms for yet another feast.

On Saturday 3 September we all travelled to the Psyche Bend Pump Station built in 1891 to lift water from the Murray 28 metres to supply irrigation to a planned 100,000 hectares around Mildura. It was only decommissioned in 1959.

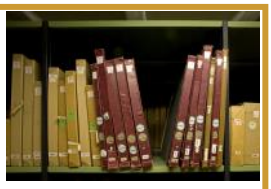
That evening we travelled on the paddle vessel Mundoo to – I dunno where 'cos it was dark! It was the final evening and a lovely dinner.

On Sunday Bill and I were up at sparrows again for the short trip to Sydney, about 1100 kms. The Fraud was magnificent, used no oil and we got about 25mpg. It was good to get back to NSW! Thanks to Cromer Motors for keeping the tin can going but most of all to the organisers of the Federation Tour.

(PS the rat has finally decamped)

Alastair Browne

From the Archives



Before the days of fancy photocopiers there were typewriters and gestetner machines to produce advertising material

GEOGHEGANS' SPORTY CARS

LOTUS

LOTUS SPECIFICATIONS.

LOTUS ELAN + "2" *SPECIAL EQUIPMENT* COUPE.

ENGINE:	Lotus 4 cylinder 1558 c.c. twin overhead camshaft, alloy cylinder head, twin 40 DCOE Weber carburettors, 4 branch exhaust system. Engine develops 118 b.h.p. at 6,250 r.p.m. Maximum Torque 112 lbs ft. at 4,600 r.p.m. Compression ratio 9.5:1.
CHASSIS:	Rigid Steel backbone construction with sound insulation.
SUSPENSION & STEERING:	FRONT - Independent by coil springs and wishbones. REAR - Independent by wishbones and coil springs, (Chapman strut). Shock absorbers are telescopic front and rear. Steering is by rack and pinion.
TYRES:	Firestone F100 radial, Ply 165 x 13.
BRAKES:	Servo assisted Girling discs all round 10" diameter.
GEARBOX:	4 speed all synchro Ford close ratio.
FINAL DRIVE:	Chassis mounted hypoid unit. Ratio 3.77:1.
BODY:	Glassfibre reinforced one piece moulding. Lotus vacuum operated retractable headlamps, seperate luggage compartment of 5 cu. ft. Full width facia with comprehensive instrumentation, passenger and drivers seats fully adjustable. Heater, demister, power operated windows, inertia reel seat belts, push button radio, lock down aerial, air horns, headlight flashers, aeroflow ventilitation, cigar lighter are all Standard Equipment.
PERFORMANCE:	Top Speed = Average 122.5 m.p.h. Best one way = 125.0 m.p.h. Standing quarter mile = 16.0 seconds. Speed in gears at 6,500 r.p.m. = 3rd - 82.5 m.p.h. 2nd - 58.0 m.p.h. 1st - 39.0 m.p.h.
ACCELLERATION TIMES: M.P.H.	0 - 30.....3.3 seconds 0 - 50.....6.2 seconds 0 -100.....24.2 seconds
FUEL CONSUMPTION:	Touring - 28.4 m.p.g. Overall - 24.5 m.p.g.
BODY SPECIFICATIONS:	Length Overall = 14' 2". Unladen height = 3' 11". Overall Width = 5' 3½". Front Track - 4' 6". Rear Track 4' 7". Wheelbase = 7' 11¾". Ground clearance at lowest point - 5" Turning circle - 28'. Turns of steering wheel lock to lock 2.7. List price including sales tax = $5,990.00.


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

Last month we brought you some shots of this years Kings School All British day, what we did not reveal was the con-course winner

Grant Karsten's beautiful 1969 Elan +2S

Thanks to Evan Jones for the photos







Answer to last months "Now who Said That?"





Graham Hill Lotus 16 (F1) 1959

August answer is **Graham Hill.—**in his book 'Life at the Limit'* Hill wrote of his despair with Lotus at the end of the 1959 season. "At the Italian GP at Monza... As I was being pushed to the start I noticed there was rather a lot of slack in the steering, the wheel itself was turning almost a quarter of the total lock without shifting the front wheels...and to cap it all the fuel tank was leaking again. A couple of weeks later I was racing at Snetterton in the same car and dicing for the lead with Ron Flockhart in a BRM. At last I seemed to be in a Formula 1 race with a chance to win. But the quill shaft broke again in exactly the same spot (as at Monza)…. Well for me that was the end..I had endured so many failures and so much disappointment that I didn't see an end to it. In the whole 2 seasons of Grand Prix racing I had finished once and scored just 2 World Championship points and I didn't want to face another season of constant failures.. I told Colin that I had been approached by BRM and that I wanted to leave: and I told him why"

*Graham Hill Life at the Limit published 1969 William Kimber (Hardcover)

Anne Blackwood was first in with the correct answer

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!!)

"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…. I popped half-a-crown on him. It was this which probably sealed his fate in that race, knowing my luck with bookies! "

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!!

Beyond Blue Eggs Benedict

Sunday 25 September

Thanks to Peter Walker for these photos

























Name	Car	Run1	Run 2	Run 3	Position
Dave Mackie	340R	49.5	37.1	37.6	
Ashton Roskill		40.3			
Mike Basquil		40.55			
Steve Palmer	Elan	32.6	29.7		1st
Jane Palmer	Elan	40.8			
Peter Walker	Elan	33.9	32.0		2nd
Chris Reid	Europa	34.6			
Phil Easterbrook	S1	35.6	33.2		
Evan Jones	S2	38.5	38.7		
Jen Hogan	7	34.4			
Mike O'Sullivan	S2	35.4			
Col & James	Escort	39.7	35.1		



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/

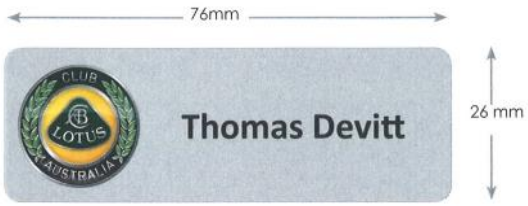
We are really looking forward to putting on a great event for you all and welcome comments and any offers of help

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

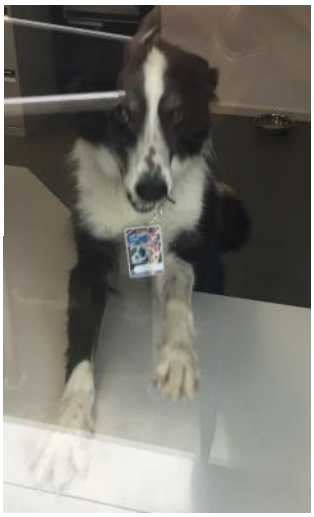
Name and address to where you would like it sent

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

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

31st August 2016

Lotus Elite Diamond Jubilee



After many months of false starts and frustration in trying to tie down the arrangements for our celebration of the 60th year of the Lotus Elite, I am pleased to now be able to announce when and where it will all happen.

The festivities will be held on the weekend of **12th & 13th August 2017** and it will all be at Sydney Motorsport Park. That weekend is a big one, with a sprint meeting conducted on the Saturday and on Sunday the largest collection of car club vehicles in Australia is held. Some 2000 cars attend the event, with everything from Alvis to Zephyr on display.

Having been invited to celebrate the Diamond Jubilee as part of the event, we have been allocated the entire area that supports the Amaroo circuit within the Sydney Motorsport Park complex. That gives us ample space to not only display our Elites appropriately, but to also show the cars of the Club Lotus Australia membership. In recognition of that, the Diamond Jubilee will not be just a LEADFOOTS event, but a formal part of Club Lotus Australia's calendar - a more than significant Lotus gathering. The huge garage area underneath the tower gives us ample space for a Sunday picnic - whatever the weather.

At lunch time we will be allocated laps of the full circuit behind a pace car. For those wanting a lot more speed, entries will be accepted for the sprint meeting on Saturday (for which a level 2S CAMS licence is required). And for the experienced, an opportunity to join the last session on Sunday with the high speed run by HSRCA members would be included.

Our accommodation and meals cannot be more conveniently located. The Alpha Hotel Eastern Creek will look after us and will be the location for the celebration dinner on Saturday evening. It is located alongside the circuit and is but a walk across the road.

The response already (for function that is a year away!) has been excellent, with people and cars coming from all over Australia, America and Europe. Now that we have a date and venue, I need a reaction from the rest of you to assist my negotiations with the hotel and other sundry packages. I don't need a final commitment, just an indication of intent. Please let me know.

More news and details as they come to hand.

Cheers,
Brian

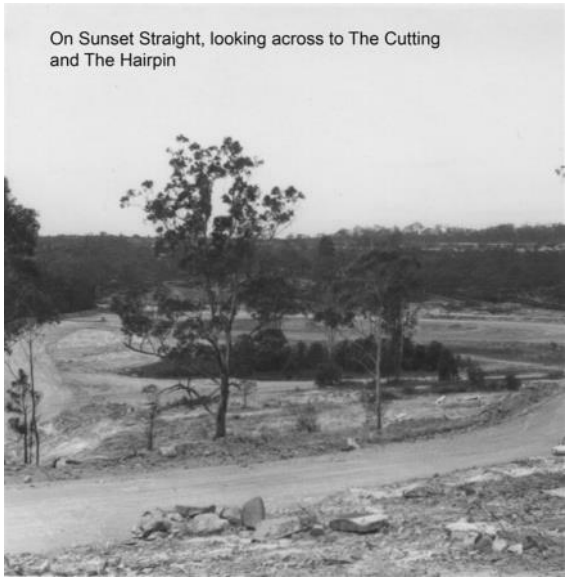
Seth Reinhardt interviews long-time Lotus owner and founding CLA Member Brian Caldersmith



Seth talks to one of the pillars of the Aussie club motorsport community, artist, historian and gentleman Brian Caldersmith.

Brian. I got my start in motor sport helping out as an underage assistant flag marshal at Parramatta Park in the '50s. From there I started going to race meetings at Mount Druitt and eventually became a member of the AARC, for whom I worked as an official at Warwick Farm.
I had a great experience there working as a mechanic to Ron Flockhart during the 1962 International 100. That was the first time I had been paid to work on a race car. Along with that came other benefits – like being introduced to Jim Clark.
Ron was a real nice guy (as was Jim) and one of the unassuming Le Mans winners. In 1962 he came out to introduce the Mini Cooper to Australia and he drove his race car to all the meetings with his wife. He blew everybody away on the track and then drove the car back again.
There are thousands of stories, many not for publication and several should never be repeated, but one I like is Ian Scott -Watson's tale about the Le Mans race with Jim Clark & John Whitmore in his Border Reivers entered Elite.
The Elite destroyed two Lucas starter motors during the race and there was some sleight-of-hand required because you were not allowed to change them.
The first time, it was finally pulled out of the car and tossed enthusiastically onto the bench so that it fell over the back. Whereupon the mechanic leant over and grabbed the stashed new one, pretended to repair it, and then reinstalled it.
The second time, the "hot" starter was thrown into a bucket of soapy water supposedly to cool it, allowing them to pull out the new replacement. The French commissar in charge of their pit gave Ian a slap on the back and in FrancAnglais said, "Very good acteeing!" He did not want to see his Scots team disqualified. Entente Cordiale.

CLA. You're heavily involved in several Australian car clubs. How did that all begin?
Brian. My first club was the North Shore Sporting Car Club. Through that, I became a founding member of the Amaroo Country Sporting Car Club. I actually helped to build that circuit, and went on to play a role as an organizing committee member for the first few meetings held there.
Amaroo was essentially started by the owner of the property, Oscar Glasser and a bunch of guys from the North Shore Sporting Car Club. Oscar owned North Shore Traders and loved driving bulldozers and tractors around his property. He would literally get on a D9 and create a sprint circuit. There was physical work involved as well – standing on the back of his tractor banging in steel posts to mark out potential dummy grid locations etc.
As founders of the Amaroo Country Sporting Club we paid £60 for a debenture which paid interest in the form of the annual membership. It was to have a full GP circuit, a drag strip, speedway, hillclimb, dirt circuit, swimming pool, shooting range, tennis courts etc. etc. I am glad that before the bitumen went down, I walked around it and photographed the circuit.


On Sunset Straight, looking across to The Cutting and The Hairpin

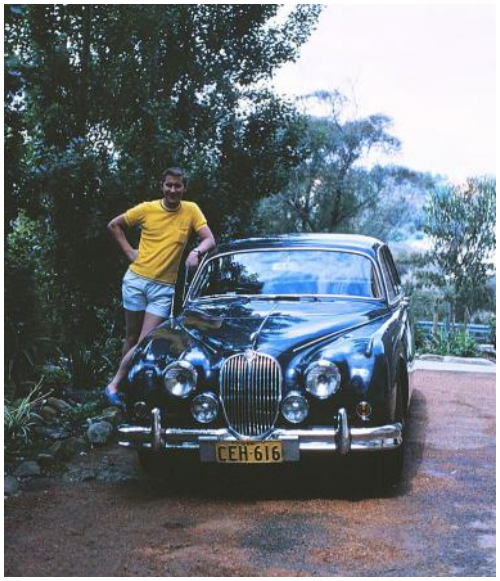
The Australian Automobile Racing Club was THE club to belong to in the 60s if you were into racing. The AARC ran the Warwick Farm

meetings and their club meetings were held at the Uni of NSW with a huge turnout and there was always a film or two to watch. Geoff Sykes was a great leader and it was the Golden Era.
I was involved with the HSRCA from the early days on race committees and as Vice President and Secretary. Back then, 120 people would turn up to the Crows Nest Club for a meeting with standing room only at the back.
The club was very progressive and we introduced Group Sb to historics (for Elans) and the now very large Group N. I wrote the CAMS rules for what was then just Na. I also introduced the first longer distance races to the Fifth Category. Until then, they were all relatively short races that were not reflecting what used to happen in the period. Our first was a 20-lapper at Eastern Creek.
The early historic meetings were great. Everybody knew everybody and we were all involved in a new and growing thing. Initially, the 1960s cars were the latest stuff running and as is the nature of the sport, more categories were added as time went by. The inaugural meeting at Eastern Creek brought with it the first entry list of over 400 cars. There are now so many classes in the 5th Category that it is almost impossible to run a meeting that includes all of them.
We started CLA in 1973 after a bunch of guys answered an ad in the Herald placed by David Levy. Spencer Bates was elected inaugural President and we gave Adrien Schagen membership #1 because he had owned a Lotus longer than anybody else.
Bill Wade was there, Graham Howard, and Richard Nissen were some I remember. I got the job of Registrar and spent several years on the committee .
More recently I was made an honorary member of the Australian Racing Drivers Club.
In the early '90s I started WHEELS Bookshop in Parramatta and sold it in 1996 when I retired. Shortly after, I started a luncheon gathering for lotus Elite enthusiasts called LEADFOOTS (Lotus Elite Association of Followers, Owners, Operators, Tinkerers & Suchlike).
LEADFOOTS was just an excuse for likeminded souls to gather and talk about a limited range of subjects. About 15 turned up. That has since grown to encompass anybody with an enthusiasm for racing in the 1950s & 60s. Now a great cross section of drivers, mechanics, journos, owners and enthusiasts turn up to eat, drink and talk a great deal. 40 to 60 regularly attend – at an over-night meeting in Goulburn 120 people turned up!



CLA. Why are you so interested in history?
Brian. To me, history is important, because it is the backbone on which so much stuff lives and thrives. **It is the DNA of our sport and our cars** and the only way to fully appreciate what we've got and where we are going. And I guess I've been there for some of it as well.

CLA. Tell us a little about your cars.
Brian. My first car was a triumph TR2, followed by the original series 850 Mini and then a delightful 3.8 MK2 Jaguar.



The little Mini caused a stir when a sighting was reported in one of the car magazines of the time. I had an Elite steering wheel in it and a Lotus badge on the grill a la Lotus Cortina. I'd also put a "caution Girling disc brakes" sign on the rear window and had removed the over riders from the front and rear bumper bars.
It was just enough to make the car look different, but not especially obvious. It was inevitably surrounded by people whenever I returned after parking it.
The TR I found in an ad in the Herald one Saturday morning, went to see it – and bought it for £615. After the Jag I went on to own a stream of forgettable nebulous family things that were not worth photographing!

CLA. And how did you find your way to your first Lotus?
Brian. My first (and only) Lotus was/is the Elite. I had always wanted one, lusting after them from when they were released. I was tipped off that



Barry Bassingthwaighte (who used to race Cortinas) had one which had caught fire driving home from work. He had had enough of it! I went to see it – and bought it.
It had been through many owners in its life including Ron Brock, who had Peter Toohey race it for him at Warwick Farm. The intriguing coincidence being that Peter did all the art and programme covers for the AARC, as I have done for many meetings.
I spent ten years restoring it – and having a family – and spent another 30 racing it in historics around Australia. I took part in the inaugural historic race meetings at Oran Park, Wakefield Park, Sandown and Phillip Island. I even brought Oran Park full circle, taking part in the final historic race meeting there. The sad one was the final meeting at Amaroo in August 1998.

CLA. Tell us about racing the Elite
Brian. The Elite is a delight to race. You think they are good on the road, but you don't find out just how good they are until you race one.



Rain is a good illustration. At an appallingly wet Oran Park meeting, I got pole and 3 outright wins against stuff I couldn't catch in the dry. It wasn't me – it was the Elite! The drenching rain eliminated the horsepower advantage of the big stuff and I had a ball. At the end of the first 5 lap race, second place was 30 seconds back! Unlike many, I enjoyed wet meetings.
I used to love Amaroo, except for the start. Sitting on the grid, you'd look at the hill ahead and know that the next two rows sitting behind you would go by as we took off. You'd then spend the rest of the race getting back to where you were before it started.

It was at Amaroo where I scored one of my favourite photos – Stirling Moss presenting me with one of the RAC Trophies.
Another highlight was sharing my Elite with Sir John Whitmore. I knew John from some years before and persuaded him into coming out for the Tasman Revival. I offered him my Elite to run in the scratch races, while I drove it in the handicap events. I also wanted to see what I could learn from Jim Clark's co-driver. It was very informative and we had a lot of fun.



He agreed to come out again a few years later for another Revival. This time I organized for him to run in Alan Cruikshank's Elite so we could run together. I suspect, however, that John was a very polite invitee, because I was a touch quicker than him at both meetings.
I am proud to say that some time back, Ian Scott-Watson gave me written authorization to use the Border Reivers logo on my Elite – but it must be removed if I sell it!
(Part 2 of Brian's story next month Ed.)

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

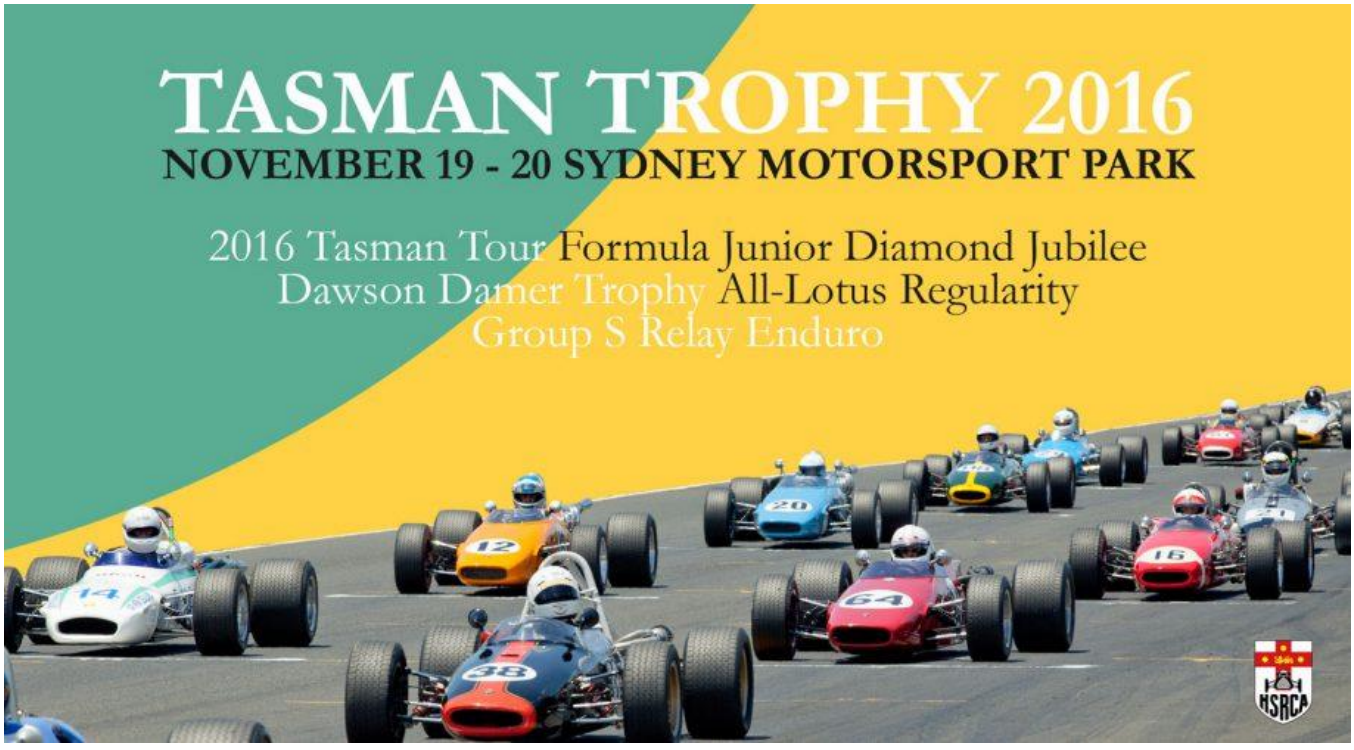
After the excellent Club Lotus Australia showing at the 2016 Sydney Retro Racefest, the Historic Sports and Racing Car Association of New South Wales has invited us back to run in the 2016 Tasman Trophy this November 19th & 20th.

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.



Shed Shenanigans

S1 Elise Duratec Conversion: Part 7

I'm writing this article on the Tuesday after the (first?) general election of 2016. I managed to insulate myself quite nicely from the largely meaningless rhetoric of the lengthy campaigns but I've become strangely engrossed in the endless posturing and recriminations since the poling booths closed on Saturday.
Of course, it's the easiest thing in the world to criticize the efforts of others: much harder to actually deliver something meaningful yourself. But if you will indulge me for a moment, here is the 3-word slogan that I believe defines the required political direction for Australia over the coming decades.
Education, education, education.
Yes I know that sounds simplistic but isn't that the role of a 3 word slogan? And in reality, it's very simplicity opens up a world of possibility. For example, education can promote tolerance and empathy and a will to work together. I'm not just talking about the obvious need to reach beyond partisan or ethnic stereotypes here. The right education platforms can reinforce the need to embrace the interdependencies between vocational and academic endeavors and highlight the benefits of building on each other's strengths and neutralizing each other's weaknesses. We can't continue to hand out qualifications to the highest bidder nor assume that everyone with ability and desire to succeed will conform to the modern qualifications hierarchy. Instead, we need to support and integrate the "overhead" of education in all aspects of our society and only then will we develop the skills and thought processes and cooperation that truly make us nimble and agile and productive and fair and healthy and everything else our politicians tell us we need to be.



Trevor on the tools

Now if you have been following my Duratec conversion adventures closely, you will know that it's round about this point in every article that I explain how the twaddle I have just offloaded bears any relevance to fitting a Ford engine in the back of a Lotus Elise. Well, bear with me: this may take some time.
As I mentioned in my last report, Her Indoors and I recently became part-time residents of Victoria and as I currently have no facilities to work on the car down there, it seemed logical to leave the car at CES Racing so that they could fabricate the exhaust whilst I was away from the Qld shed for May & June.
On the day I dropped the car off, Trevor and his team were putting the finishing touches to a new set of headers, collectors and tailpipes for the McLaren CanAm that went on to sweep the field at the Philip Island historics three weeks later. The car itself was a work of art (particularly when you consider how old it is) and the new exhaust was a perfect complement. It reinforced in my mind that Trevor's business was exactly the sort of Aussie business I hope the Duratec project can showcase on a worldwide stage.



Trial fitting the manifold

Trevor always starts by understanding what camshafts you plan to run in the engine and what power levels you expect as a result. In my case, we chatted at some length about the cam options that are out there for the Duratec, all the while keeping in mind how I plan to use the car and some of the constraints placed by regulation (i.e. the ability to pass an emissions test). On balance, we plumped for the Cosworth cam-

shafts fitted to the Caterham CSR260, which should be a nice compromise between on-road tractability and on-track revability. From there, Trevor looks at all the other engine parameters, such as bore, stroke, con-rod length, inlet dimensions, etc. and uses old-school, first-principle science, backed up by years of practical understand and experience of what works and what doesn't, to determine what pipe lengths and diameters are required along the length of the system. Then the fun begins because fitting all that in the back of an Elise, is not easy, especially as I had added a couple of extra constraints, namely that the catalyst and muffler flanges should remain in the OEM positions, so that we could make Aussie built catalysts and mufflers available to other S1 owners, irrespective of the engine they have fitted.



Installation Art in Progress

The final dimensions of the primaries and secondaries remain a closely guarded secret but like AT Power on the inlet side, Trevor is firmly against the bigger is better mantra often touted. As Trevor points out, larger systems can sometimes show a better result on the dyno but that doesn't always translate to better real world performance, where transient conditions predominate. Faster lap times and better fuel efficiency are the determining factors of success, not peak power figures in isolation. Trevor also places huge importance in the matching of branch lengths (especially secondaries) and the detailing of the collectors. The photos illustrate the fruits of the methodologies but in reality, two dimensions can't really capture the beauty of the system and the workmanship involved. The manifold is made from mild steel because it is more stable and less prone to cracking than stainless and it can be ceramic coated inside and out, which will help keep engine bay temperatures in check in the tight confines of the Elise. The muffler is large in order to avoid the scrutiny of the noise police both on and off the track and made from lightweight stainless. We talked about making it from titanium to cut weight and provide something different in the market but Trevor highlighted that he can buy finished titanium systems from overseas for less than it costs to buy the raw material in Australia, which is a sad reflection of the lack of "critical mass" in our manufacturing sector.



Jigs for the Muffler, Catalyst & Secondaries

And that, to some extent leads us back to where I started this article. After decades of supplying V8 Supercar teams such as Stone Brothers and Triple 8, as well as the broader aftermarket tuning market, Trevor has in recent years refocused his business on the historic racing and specialized aftermarket (e.g. Lotus), which have smaller ultimate potential for his company but are more easily supported with a small team. Why? Well, in order to be competitive in a global market, Australian companies need to be able to exhibit the blend of knowledge, smart thinking and skilled craftsmanship that Trevor and his team consistently demonstrate. But finding people with the right skills and attitude to grow and maintain a larger team is increasingly difficult. Trevor tells the story of one of his apprentices teaching his college class the subtleties of welding Chromalloy because the person who was paid to teach the class had neither knowledge nor practical experience of some of the specific requirements. And Trevor is not alone. I have heard similar stories of 5-axis CNC mills sitting hugely underutilized because the current system and support of education within Australia does not produce people capable and/or willing to make proper use of the machines' not inconsiderable capabilities.

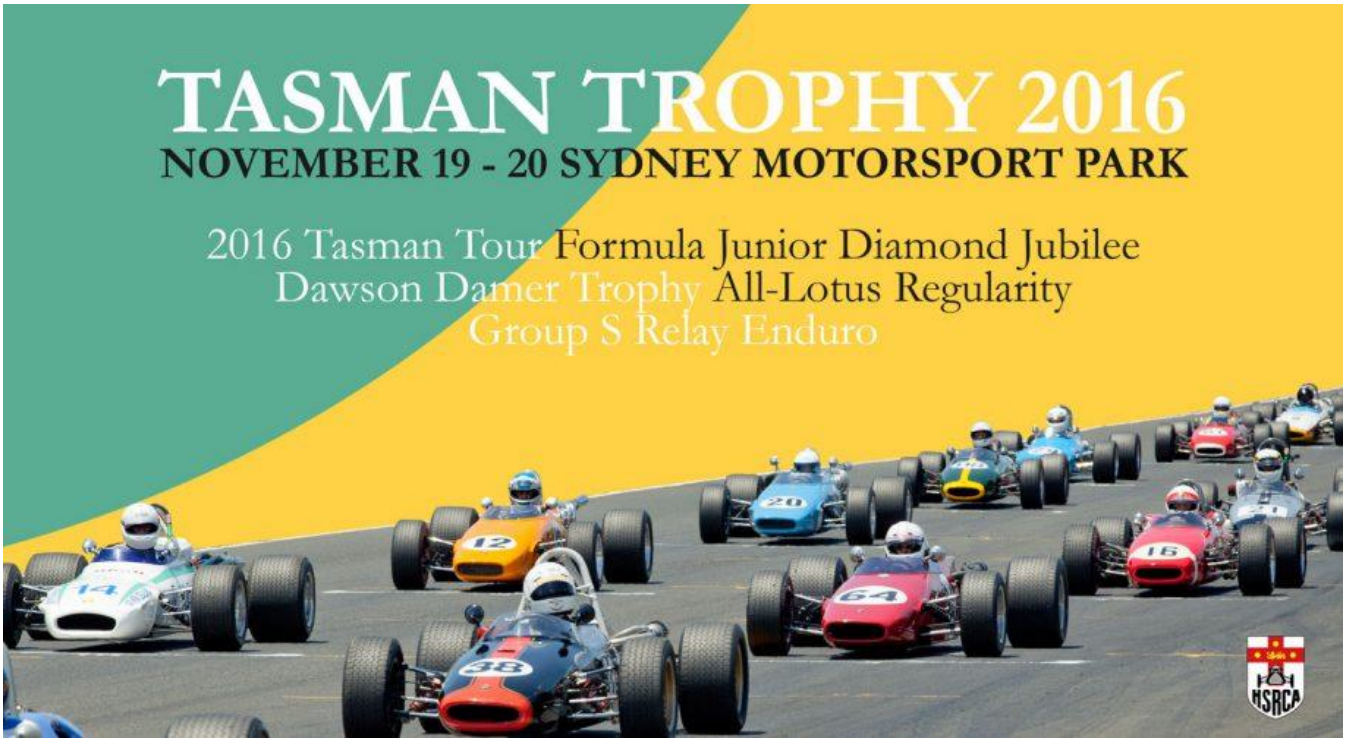
And so I present to you again, the winning slogan for the next election. "Education, education, education." You read it here first.

Mike Moore



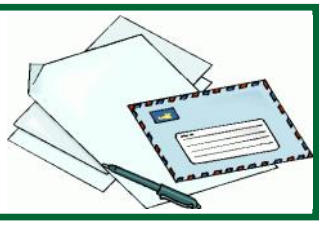
Finished Manifold


Kiama Car and Bike Spectacular
PROUDLY SPONSORED BY
BURSON AUTO PARTS
THE PARTS PROFESSIONALS
With all proceeds to Melanoma Research
SUNDAY 13 NOVEMBER 2016, 9AM –3PM
SOMETHING FOR EVERYONE IN THE BEAUTIFUL SETTING OF KIAMA SHOWGROUNDS AND PAVILION!
DISPLAY OF VINTAGE, VETERAN AND CLASSIC CARS AND BIKES.
STALLS WITH AUTO SUPPLIES AND ACCESSORIES.
FULL PROGRAM OF EVENTS AND ENTERTAINMENT FOR THE WHOLE FAMILY INCLUDING
• Car and bike judging competitions
• Lawnmower racing
• Off-road remote car competitions
• Jumping castle and face painting for kids
• Musical performances
• Radio coverage by WAVE FM
• Variety of food and coffee stalls
• Free skin care checks by Skin Cancer Care doctors
ENTRY CHARGE - DONATION OF $5PP (UNDER 12s FREE)
BOOKINGS FOR DISPLAY VEHICLES & STALLS:
Bob (02) 4234 1336 or Christine (02) 4234 3033
or email kiamacarspectacular@gmail.com
PROUDLY HOSTED BY
Rotary Clubs of Kiama & Gerringong Sunrise



Letters to the Editor

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



Hi Tom

Thought you might like this snap of the last coffee meet.

Rob Costa



2016 Goodwood Revival meeting

Thanks to Newcastle member Jack McLaughlin for the car photos and the Goodwood website for the others











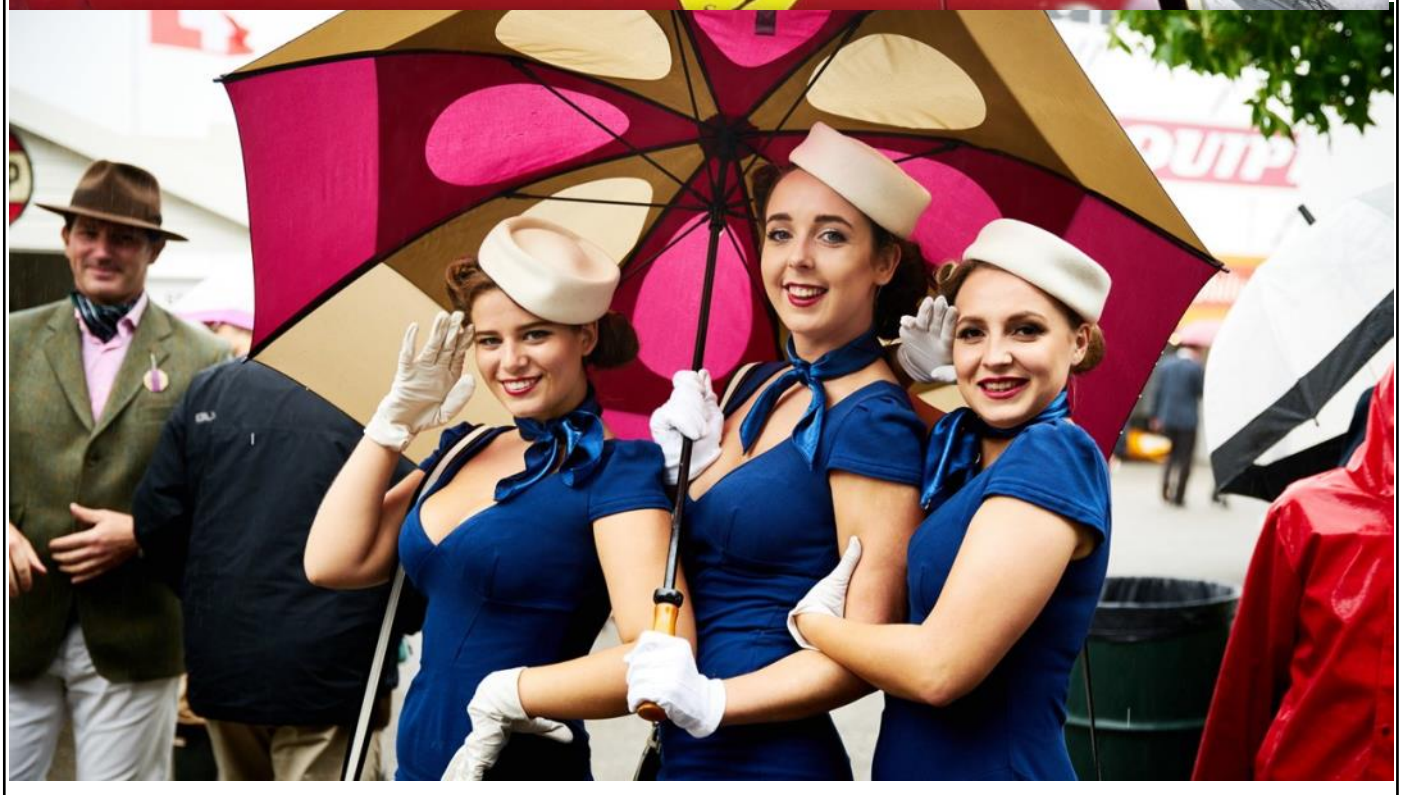









4
8
28
24



CLA NSW 2016 Diary

Month	Day/Date	Event	Location
Oct-16			
	Sat Sun 1 & 2 October	HSCC MGCC Tas	Baskerville
	Sunday, 16 October 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Wednesday, 19 October 2016	CLA Monthly Meeting	Trevor Simpsons Shed, Unit 7, 36 Leighton Place, Hornsby
Nov-16			
	Sat Sun 5&6	Retirn of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.00pm	Limani, 11 Narrabeen St Narrabeen NSW 2010
	Wednesday, 16 November 2016	CLA Monthly Meeting	Simply Sports cars. Suspension evening
	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
Oct-16			
	Sunday 9 October 2016	FiberGlassic Car Run	Mean machines Morley
	Monday, 10 October 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday 16 October 2016	Early Morning Run	Guildford Rly carpark James St.
	Sunday 30 October 2016	British Auto Classic	El Caballo Reacrt Wooroloo
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



Exclusive Photo

Ed Holly tales his newly restored Lotus 7 out for its first spin!!

"Drove it first time yesterday – still a bit to do to finish off – but hey I think its going to be a lot of fun ! Reminds me of my billy cart of 60 years ago ! Have the bonnet but left it off as playing with the carbs "

For Sale

Lotus Elan +2



Fully and professionally built up as a very fast track/road car, currently on historic plates.

Built steel motor, straight cut gearbox and bullet proof drive train make this a 100% reliable and very fast performer. No expense has been spared in the built, starting with a full body off rebuild from the chassis up.

The very best Tony Thompson racing parts were used throughout. This little sexy beast is an appreciating classic selling for a fraction of the build cost and is great value at $46,500. Owned by Rob Bryden – car maniac and Lotus enthusiast!!!! If you know Rob you know this is top drawer!





We've had an enquiry in Britain but she deserves an Aussie home!

Custom tilt trailer with winch is also available by negotiation if required by purchasers.

First to see will be sold – she's a stunning little number.

Contact Suzi on 0400 383 069

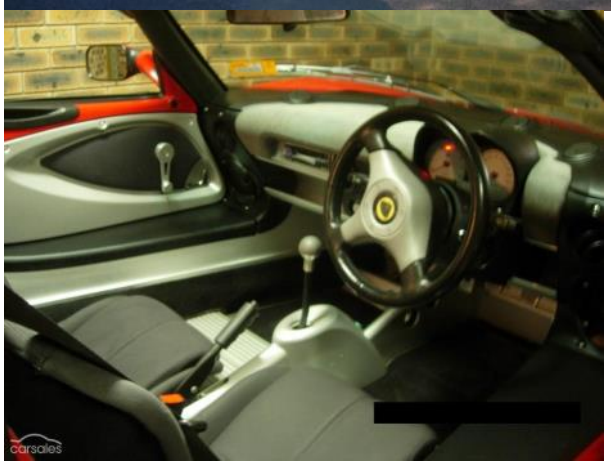
For Sale



Lotus Elise Convertible 2004 Series 2 Rover K Series 1.8 litre Engine 111 Reluctant sale because I will be moving to the US for a time. Condition is exceptional other than some wear on the seats which could be easily remedied. This car has been my pride and joy, always garaged and well maintained. Full service history available. Has been used as my daily ride for 7 years. Very reliable and economical and a joy to drive. Performance is outstanding due to the power/weight ratio and high performance engine. Many enthusiasts rate the responsiveness of K Series engine higher than the later Toyota engines. Travelled just under 75,000 km. Lotus enthusiasts would be aware that the standard build is prone to radiator problems due to plastic side tanks and head gasket failures. I recently had the original radiator replaced with a new enhanced







triple pass radiator. The engine has been reconditioned and a new alternator and battery installed. All work has been done by professionals and full details are available. The car is now in better condition than when I purchased it in 2009. I have had a sports exhaust fitted, but the sale includes the OEM exhaust. 17" alloy wheels on the back, 16" alloy wheels on the front, plenty of tread left on the tyres. Registered in the ACT. I'd prefer to sell to an owner who will also drive and enjoy the car, and maintain its great condition. Happy to answer any questions over the phone or by email for serious buyers. Asking $40,000. Please contact Adam on 0401 584 390

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

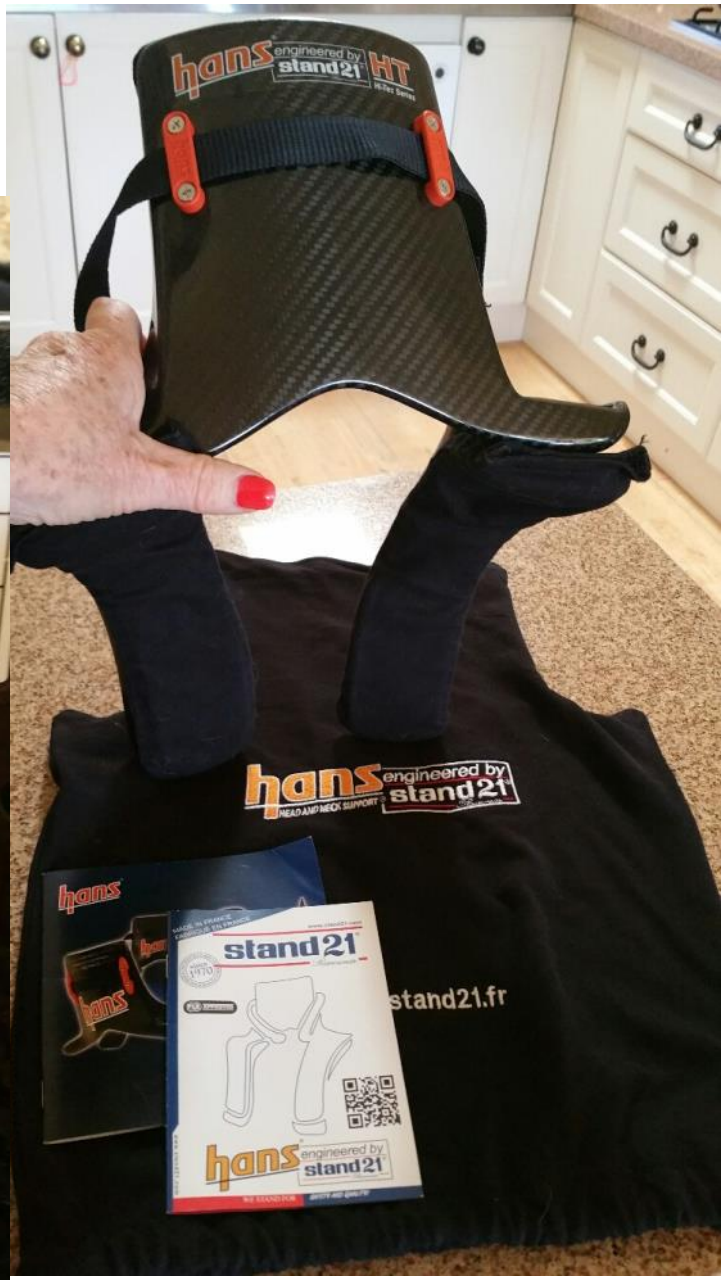
The car is located in Port Stephens. For more information and photos, please contact Mike Ryves on 0407 226 753 or email mike.ryves@bigpond.com

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