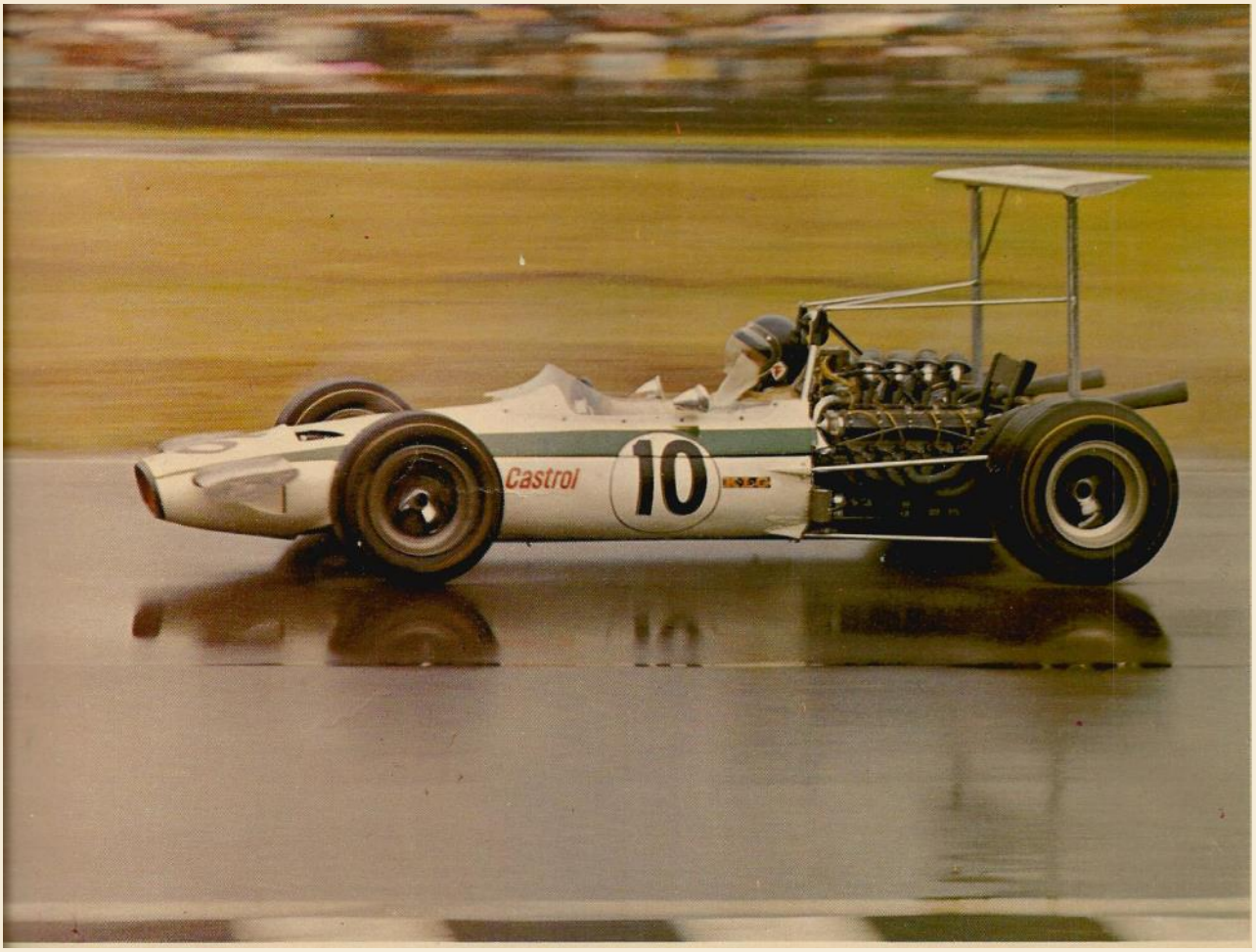
September 2016

Chunky's Chatter



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



Inside this issue

- Mike Moore brings us part 6 of his Duratec Elise conversion
- From the archives, the incredible story of Lotus and the 1959 Portugal GP
- Get in quick to book for the CLA Christmas party details inside
- Anne gives some alternate ways to return home after Eggs Benedict

Club Lotus Australia
September 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 :

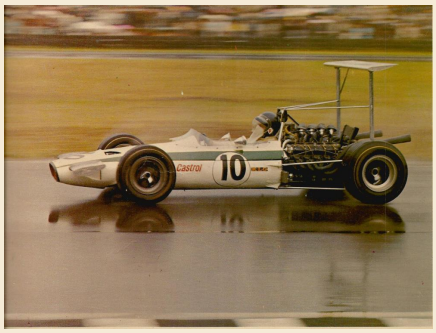
t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



Cover Photo : Leo Geoghegan Lotus 39 Warwick Farm 1969 Tasman Series. Alphatone photo from Marc Schagen

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 : Kristine Bennett 0414 781 524,

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



Welcome to spring! And frankly, thank goodness - I was getting a bit bored of the cold - the garage is hard to heat effectively.

But at least I have managed to get the Elan's headlight vacuum system replaced over the winter (without first removing the rear bumper, as was suggested by one wag who shall remain nameless), which means that, with my newly minted and shiny license, I am now ready for the run on Sunday 4th to Gosford Classic Car Museum.

I hope to see lots of you there, and I know we will have at least five Elans, so I am looking forward to that photograph at least. Full details are on the Calendar.

On which subject, please make sure to try the new feature which allows you to add events to your personal calendar - handy to prevent manual input, and also prevents you missing all the important events. Click on the event to open up the detail, and at the bottom of the calendar entry are two buttons allowing you to add your calendar entry of choice (well, that's if you use Outlook, Notes or one of the systems that supports Googlecal - sorry, they are the only ones available at the moment).

While we are talking events, please come along to the AGM on Wednesday 21st to make sure we say a proper farewell to Kris Bennett, who has put in 8 years of hard labour as our Treasurer, and who has decided to hand on the pen to Greg Cliffe. As well as being a Lotus nut and a lovely chap, Greg is CA qualified, which probably makes him over qualified on several counts to be our Treasurer, but I am very grateful for his hand going up to volunteer. So come along to welcome him too. And to join me in thanking the rest of your Committee for another year of keeping the ship pointing the right way.

In other news...

Well, those who came to the All British Day had a thoroughly lovely day - in spite of the threat of rain during the week, the sun shone all day so most of us got a bit pink, and picnics were in abundance. Yours truly managed to drag the Eleven out of Geoff's workshop to show you how close it now is to completion - the final push is on! And it needs new tyres I think. The ones on it, while perfectly treaded, are at least 20 years old I reckon!

If you haven't registered your interest in coming to the Christmas Party, can I ask you to start thinking that far out, just so I don't have to do the last minute scramble to make sure everyone is catered for? Drop me a line to ashton_roskill@mac.com with a list of attendees and confirmation you have transferred funds, and I will add you to the list. Full details are in this newsletter.

I apologise again that I have not been around the traps as much as I would like (I blame work), although I did manage to make it to Bruce Mansell's shed this month, which was, as always, a brilliant evening; thank you to everyone who turned out in the cold, and particular thanks of course to Bruce and Nick for hosting us so kindly and generously - the glass of red was particularly welcome at the end of a long day Bruce, so my personal thanks too!

And Mike has continued his sterling work keeping the motorsport fraternity entertained, and by the look of things, we might have ourselves another consecutive series win in the offing for the CSCA series - thanks Mike, and thank you to everyone who supports this grassroots motorsport - if you haven't tried it, trust me, it is a hoot, and very accessible.

On which topic, the next SSC Lotus Only Track Day has been announced for Saturday 29th October at Winton - be there if you don't want to miss the best day on the track you can imagine (with pretty good company too!) Go here to register: http://www.simplysportscars.com/shop/1010-lotus-only-track-day-october-29th-winton-vic

I must admit to having dropped the ball on organising extra-curricular events, so if anyone has any great ideas for stuff we should do, please bring them along to the AGM and we can pool our ideas and agree how to progress; we will also be positioning an alternate approach to the monthly General Meeting model, so would appreciate your input to that discussion.

And finally, in case you could possibly forget, the Beyond Blue Eggs Benedict is on Sunday 25th at Ebony Hall in joyful memory of Maurice, and we will be running the Round the Buckets again, so anyone who thinks they are good enough to take the trophy off the wily Pete Walker should come along and have a punt.

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

Pip pip

Ashton

From the Editor Tom Devitt



Whilst practice day was fine, race day, the 9th February 1969, was already subjected to heavy rain. But even with these horrible conditions, at 8.00 am the Warwick Farm parking area was close to packed and over 16,000 people were already pouring into the circuit, amongst them, a couple of very young motorsport followers, Alan Pate and myself. The news of the sprint for pole position the previous day had the Sydney motor racing world on edge and was the reason Alan & I got an early start. Chris Amon* (Ferrari 246T) and Jochen Rindt (Lotus 49BT) had battled it out all day Saturday. The Lap record 1minute 29 seconds (previously set by Bartlett & Brabham) was quickly broken by Leo Geoghegan in his aging Lotus 39, now fitted with the popular accessory of the '69 season, a Wing! Rindt soon blasted this with a 1m 25.6, a time quickly matched by Amon. In the second practice session it was all about Amon and Rindt with the fastest time swapping constantly between them. As the session drew to a close, Amon clocked an amazing 1m 24.5. At the last moment Rindt jumped into the cockpit of the 49 and peeled off a final 2 laps, the last a fantastic 1m 23.8s, completed just as the hooter sounded for the end of practice.

The Sunday race started in blinding rain, Amon leading followed by Rindt, Courage, Hill and Derick Bell in a massive cloud of spray. Before the first lap was over Rindt had roared past Amon taking the lead through Creek Corner. Behind him Courage ducked under Amon who went wide at the exit of the Causeway Bridge, but as Piers exited Polo corner, he spun and Amon had nowhere to go but into Courage's Brabham BT24. By lap 20 the day was well on its way to go down in legends of the Farm as Rindt got faster as the rain became worse. His controlled drifts in the appalling conditions had every one of their feet throughout the whole of the race. After 45 laps it was all over, Rindt finishing almost a minute ahead of Derek Bell and everyone else lapped, some by 5 laps.

But back to Leo's car for the moment and the cover photo of this month's newsletter. The Lotus 39 that came to Australia in 1966 was the R12, an unused chassis in the Lotus workshop. Chapman got Maurice Phillippe to modify the chassis to accept the 2.5 Litre Coventry Climax to make the car eligible for the Tasman Series. The previous year's Tasman Champion Jim Clark was to be its driver. As it happened it was not a particularly good series for Clarke and at the end, Geoghegans', being the Lotus importer, struck a deal and the car passed to Leo. The legendary mechanic John Sheppard took over the car and in 1967, as the Climax engines it came with were getting very tired, fitted the car to a 2.5 litre Repco 640 series engine. These engines however never really worked as racing engines so for the 68 and 69 Tasman series they switched to the Repco 700 series block and saw a reasonable amount of success.

For the 1969 series Lotus sent Jochen Rindt and Graeme Hill in the latest Lotus 49B Ford DFW. The series however was taken by Chris Amon in a Ferrari Dino 246T just pipping Rindt. Leo, his car now 4 years old finished a very commendable 5th

Elsewhere inside we have an internal Lotus memo dating from 1959 which is both hilarious and at the same time almost tragic in the misfortunes the team suffered.



Jochen Rindt way out in front, at Warwick Farm 1969 (autopics photo)

All the information for this years Eggs Benedict as well as the CLA Christmas party

Tom

*Sadly, Chris Amon passed away on the 3rd of April this year from cancer. He was 73 years old.

From the Track with Mike Basquil

2016 CSCA August Report

It appears that I haven't written a Report since June and our editor is relentless in his search for content for the magazine so what has been happening in recent times that have slipped through to the keeper. Personally I have been on holidays twice – overseas with family, then to Phillip Island for the 6 hour Regularity both were extremely enjoyable bad part was both were book ended by stays in hospital to overcome a virulent strain of pneumonia, thankfully all is now good and gradually catching up with all that I have missed.

Round 5 of our Series hosted by Sprite was held back in July at SMP Amaroo (I noted that nobody sent any photos or any report to Tom for last Month's magazine) so a quick synopsis of what I've been told by those that attended. Entries were down, a small field of 70 troubled the timers with only 13 CLA runners, on what started as a wet and foggy morning that soon cleared up to an overcast day. All CLA runners finished in the top 25% of the time sheets with the usual suspects taking class wins, and we welcomed Phil Tout in the Focus back to competition and he again got piped by 0.1sec for the class win by a pesky Opel OPC. Judging by the laps completed most got 5 runs more if they wanted it, I think the poor weather, the short circuit and no protection from the elements all contributed to the poor turn out – I hope Sprite at least broke even on the day.



Round 6 hosted by Morgan at the "old Eastern Creek" was always going to be popular 105 runners kept the timers busy. All things worked for Morgan on the day the weather was perfect I ventured out to the circuit mid morning after having been released form hospital the afternoon before to see CLA represented by 19 runners with the majority running a Lotus. This was the first event in a while I didn't arrive in my Lotus as it expired at Phillip Island with a torn drive shaft boot and the accompanying mess 100grams of universal grease can make to an engine bay. It is fair to say Morgan have there own way of running an Event in an effort to increase track time for the competitors, unfortunately it always gets the spanner in the works with hold ups caused by breakdowns and recoveries so their theory never gets tested completely so the jury is still out considering their verdict, despite the hold ups most got 5 runs and an enjoyable day was had by all.

RESULTS: Len Goodwin continues to demoralize the early marque classes again winning *Class C2* by a mere 0.1sec. having to fight of a well developed and driven MGB. *Class D8* is becoming a real battle ground with the young guns coming to get the establishment. Rex Hodder's Exige was wearing new boots and took the class win from James Kinghorn in his Elise with nothing left on the table Richard Wodhams continues to improve on the time sheets taking third place with Phil Easterbrook 4th tenth back in his Elise; John Culvenor was enjoying himself in the sun in his Elise for 5th with Dennis Brady home 6th Graham Hobbs brought his Elise out for some fun despite some aging road tyres placing 8th in class . *Class D0* had Mark Alexander a class winner again and fastest Marque car on the day in his Exige S, but Mark's day wasn't





without issue after posting his personal best time a deathly rattle form the gearbox brought his day to an end; 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* has Martin Duursma in the V6 Exige a class winner with Leigh Fuller in his new Exige V6 a tenth back to come home 2nd in class. *Class R1* saw Syd Reinhardt in his HPE Elise top the class and 0 th outright on the day; Phil Abraham brought his Vortex Clubbie out for a run placing 3rd and we welcome Mark Prew in a Porsche 944 placing 7th good effort for his first outing at the Gardner Circuit. *Class R8* had Jake Hobbs squeeze himself into his Formula Ford to post 2nd outright time of the day and take the class win. · In the Non Marque Classes Terry Waugh in his Porsche 944 placed 6th in *Class 8BM*. *Class 3BM* had Peter Deller in the Commodore pushed into 6nd place by an Evo VI with John Bott in the Skyline 4t in class.



The Point score at present with one Round to complete the Series 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 are on equal points with the evergreen Rex Hodder lurking in the wings in third place; Jen Hogan is placed third in the Ladies Championship – this is one competition I think we need to foster in future years. In the Class Championship CLA representatives are placed in the trophy winner in all classes we contest.

The final round of the Series is to be held at Marulan Driver Training Centre on **18th September** hosted by the Triumph Club Entry is via the Motor Event Entry site information has been distributed on how to get there and the make up of the day. This is a new venue for the CSCA so it will be a new experience and might sort the men from the boys.

The CSCA Driver Training Day organized by TSOA will be held the previous day Saturday 17th September also at Marulan Driver Training Centre**.** This day is under written by the CSCA in an effort to spread the word about the fun you can have in your car on track and improve your road skills at the same time for a very reasonable cost. This event is open to all CSCA members and there family and friends information has been distributed if you have any questions or would like some advice feel free to drop me a line and I will assist in any way I can.

On another note September is our Annual General Meeting and Election of Office Bearers for as long as I can remember the election part of the Meeting has been a non event with the existing committee being re-elected unopposed. I would urge all members to consider putting their hand up to participate in the running of the Club; I see us facing a myriad of challenges in the future and we need some new ideas to keep us relevant and cater for the needs of the membership in our time poor society.

See you at the Track,

Mike Basquil

CSCA Club Practice & Training Day



Full Details: www.tsoansw.com

Get into Motorsport!
Drive your road car at Marulan Dirt & Tarmac Circuits

Saturday September 17

* $110 is the entry fee. A minimum MDTC TRACK / AASA club licence or CAMS L2S Licence is also required. MDTC licence - purchasable on the day is just $40 for 12 months. Entries close 15th September.
** Aust Standard 1698 or equivalent helmet required.

Feel The Adrenalin

- Experienced Instructors for first timers
- Drive at your own pace
- Learn race craft skills
- Passenger Ride Sessions
- No speed limit
- Drivers grouped according to ski and speed
- Practice sessions for race cars
- This is not a timed event. Racing Drifting strictly forbidden
- L & P Drivers welcome
- Organised by the Triumph Sports Owners Association & CSCA
- Helping keep speed off the street

South Australian Lotus Talk

An occasional contribution from the SA delegate

Sunday Coffee Runs

Well despite the wettest winter in living memory – OK ! so we have short memories - the weather has been kind to us for our monthly runs. The increasing numbers and diversity of vehicles is great, although the increase in V6's is a somewhat worrying trend. Worrying because I don't have one and they're getting harder to keep up with.

August Run



David and Edwina Baird's immaculate Lotus Cortina at Cuddly Creek

A big turnout saw us heading to one of our favourite destinations; Cuddly Creek Café. A beautiful morning and not too many lycra clad obstacles made for an relaxed drive. Three different routes were used, direct, extended and "let's go the long way". Driving the Lobethal to Cuddly Creek road in tandem with David and Edwina Baird's immaculate Lotus Cortina in my mirrors was an absolute joy.

The parade of cars parked outside the café attracted plenty of interest including multi Lotus owner Willa Wauchope who was just passing, and stopped to join in. Only the DB-9 Aston spoiled the lineup.



Lineup of Lotus outside the Cuddly Creek Café.

July Run

July was a day out of the box. Those who opened their curtains after the overnight downpour were startled to see clear blue skies. With a near record turnout, we headed to the historic and picturesque hills town of Strathalbyn, via the fantastic Paris Creek Road only to find that the Lancia club had beaten us to our favourite haunt. Really. You'd think that they'd understand the pecking order. While there were no Delta Integrales around, we got the opportunity to inspect a very pretty and rare Monte Carlo that looked pristine and original.

After weeks of rumour and innuendo, along with subtle hints around new email addresses, Chris B broke cover with his Ardent Red Exige S Roadster, while Steve Pawley brought along his ex John Barram Elise Type 25 to show off. Tassie's loss is SA's gain.



Chris B's new Exige S Roadster



Steve's ex John Barram Elise liberated from Tassie

Mallala Track Day 13 October

Plans are afoot for SA Lotus owners to attend the Mallala Enthusiasts Drive and Ride Day on Thursday 13th October. Mallala usually limit the event to a total of 40 Cars and divide the attendees into 4 Groups, running 15 minute sessions for each Group every hour. Typically our Lotus Elise & Exige Cars end up in the "Open Top" category, and last time around the two Lotus in attendance got the track to themselves..

The cost is $250 and for that, you typically get about 6 x 15 minute sessions plus 2 more sessions where you are permitted to take a passenger around the Track (the main 6 sessions are driver only). They put on a very yummy Gourmet lunch, and all cars also have the use of their own enclosed garage for the day. Checkout the Mallala Motorsport Park website, http://www.mallala.com/events/track-days-practice/ or talk to Mark at the September run. If you don't hold an AASA or CAMS licence, you can acquire an AASA day licence for $25 on the day.

Happy motoring.

Shed Shenanigans

S1 Elise Duratec Conversion: Part 6

Michael Moore

It's been almost 2 years since I took the Elise off the road to start this project and of late, progress has been glacial. In fairness, I have had a few other things going on over the past 6 months. We sold a house, my poor old Dad popped his clogs, we bought an apartment, sold another house and half-moved to Victoria on a part-time basis. Nevertheless, there is no hiding from the fact that tangible progress on the Elise has been more theoretical than practical.

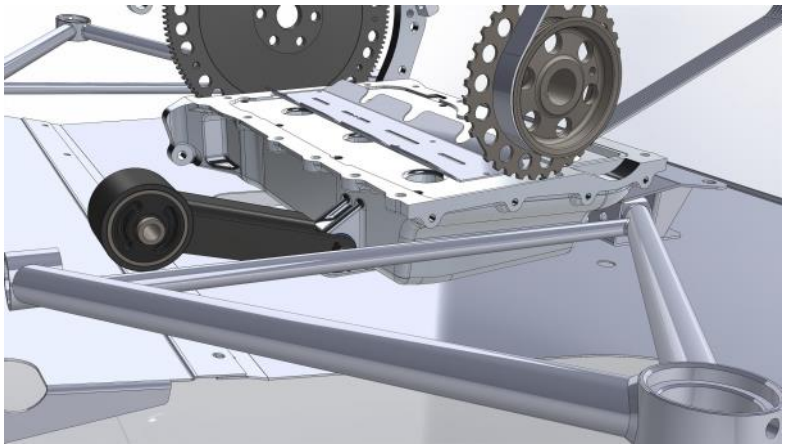
I've talked about the difference between theory and practice in earlier accounts of this project but if you are anything like me (and let's face it, you wouldn't be reading this if you weren't at least a *little* bit like me), thinking about car stuff needs to be balanced with actually doing car stuff. Too much thinking and not enough doing, inevitably leads to grandiose ideas and in the case of this project, every project manager's worst nightmare has come true: we have scope creep!

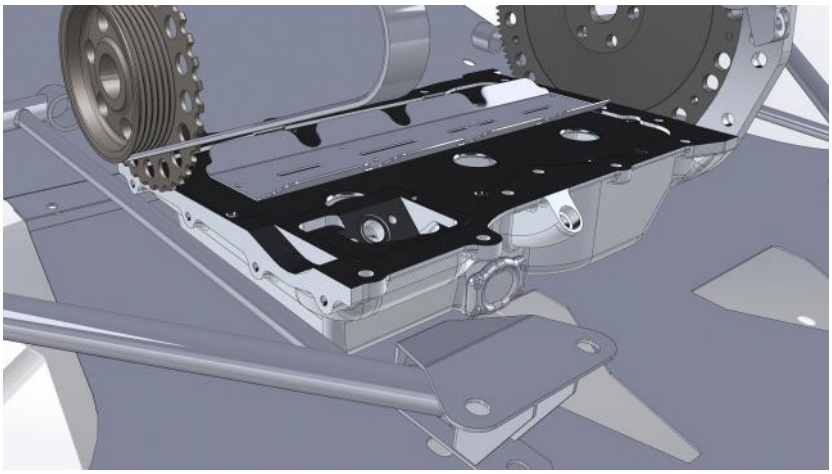
In fairness, not all of the project expansion can be attributed solely to my ideas. I have been aided and abetted by Andrew Rabbitt (Andy_R), who really should know better, because he does this sort of stuff for a living. I will never forget the discussion we were having about the location of the rear torque-steady mount on the engine when Andrew uttered the fateful words "You know we could do a billet sump for the car as well and incorporate the torque steady in that". I mean, how is a mere mortal expected to say no to a suggestion like that. And then of course, that opens up the opportunity of lowering the engine further. And when you are going to all that effort, you might as well design a nice water outlet manifold and oil filter adapter to tidy the engine bay plumbing as much as possible. And, well, you get the picture: it's scope creep for sure but you would if you could. Wouldn't you?

So whilst I have been off chasing around the world, thinking about stuff, the heavy lifting of doing stuff has been left to Andrew, who has been finalising the designs in between real, paying work. So here, in words and pictures is a summary of the progress we have made over the past 9 months or so.

Sump:

Our aims with the sump was to provide a minimum capacity of 5 litres as well as reduce the possibility of oil starvation. On top of the channels and chambers typical of most baffled sumps, a lot of extra thought went in to how to minimise the opportunity for the oil to get swept up by the cam chain in long, left-hand corners, a problem that is common to the 2ZZ, K20A and Duratec alike (to a greater or lesser extent). Designing our own sump also allowed us to increase the number of bolts used to mount the gearbox directly to the engine, thereby stiffening the whole drivetrain as much as possible. As outlined above, we also incorporated





the torque steady bush directly in the sump. Final oil capacity, with 10mm clearance to the standard Elise under tray is 5 litres.

Water Outlet Manifold:

There are many, many variants of water outlet manifold available for the Duratec, both from Ford themselves and in the aftermarket world. Unfortunately none of those are perfectly suited for the Elise installation. And when you have a friend who is handy on SolidWorks and has his own 5-axis CNC mill, there is only one logical way to go: design and make a new one. The aim was to incorporate the EGR blanking plate in to the design, as well as a second coolant temperature sensor location, as required for the Stack instruments. I have decided to run the coolant in the Toyota direction, which is the opposite of the Rover direction. Primarily this reduces the pipework in the engine bay and hence is much neater and a teeny, tiny bit lighter. I'm hoping that a secondary benefit will be reduced cabin temperatures for the driver on stinking hot days (sorry passengers).



Oil Filter Adapter:

Again there are any number of options available for the Duratec but most are designed for Escorts and/or dry sumps and hence aren't quite right for our install. To keep the coolant system as neat as possible on our install, the oil cooler will be plumb straight in to the hose that exits the sill on the passenger side. The -10AN fittings for the oil pipes are machined as part of the body of our oil filter adapter in the best possible orientation and location for the run across to the oil cooler. It may seem like a small thing but it is where a good 5-axis mill really can add value, as anyone who has ever priced Speedflow or Goodridge fittings will know. We have also included two, 1/8NPT threads to allow for oil temperature and pressure sensors.



CLA Annual Concourse

The Kings School Sunday 28th August 2016

82–129 Pennant Hills Rd North Parramatta











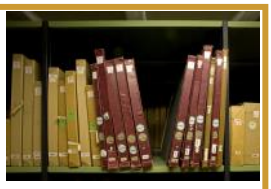


On Sunday the 28th of September we got together at King's School to be a part of the massive annual All British Day, hold our Concours d'Elegance and enjoy a lovely day in the Spring sunshine.

The All British Day is held at King's School in North Parramatta each year. It brings together New South Wales' British car clubs and the hundreds of British motor vehicles, from the rare and quirky to the every-day drivers, that comprise them. With its generally spectacular turnout, it's a lovely opportunity to wander around, check out some very cool machinery and chat with fellow fans of British automobiles.

Ashton

FROM THE ARCHIVES

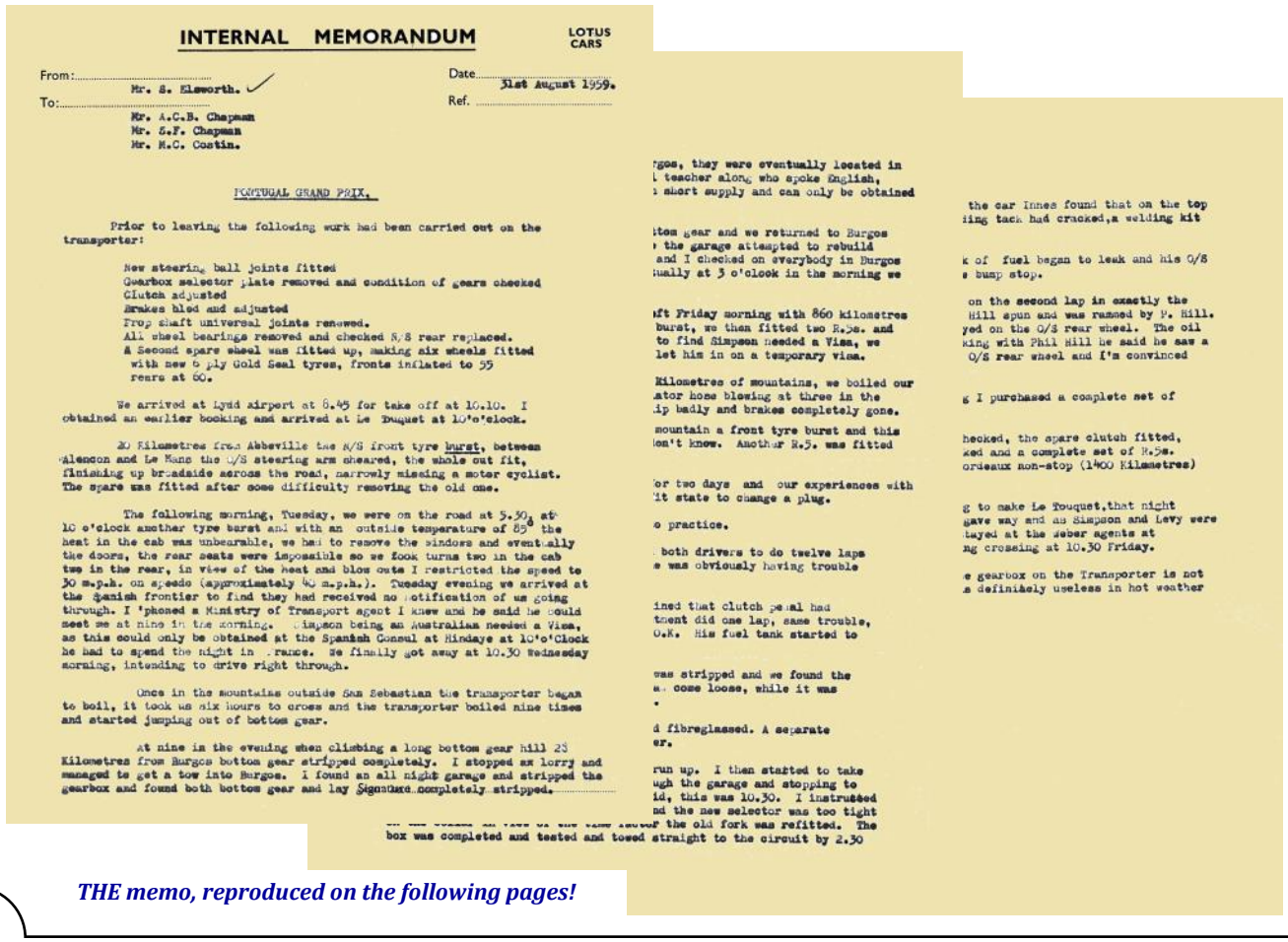


AN OCCASIONAL LOOK BEHIND THE SCENES AT THE ADVENTUROUS AND TENTATIVE STEPS THE YOUNG LOTUS COMPANY MADE ON ITS WAY TO A MARQUE OF INTERNATIONAL REPUTATION AND SUCCESS

Back in the 70's at a CLA monthly meeting, Brian Caldersmith had us all in hysterics as he read out an internal Lotus Memo that he had come by. It was a report by Lotus Chief Mechanic Stan Elsworth who had taken the Team Lotus cars to the 1959 Portugal Grand Prix in a barely roadworthy Ford Thames much modified transporter. The truck, was very second-hand and already tired after a lifetime of work. In addition it was, on this occasion, horrendously overloaded with 2 Lotus 16, their spares and the mechanics for the race. The memo reproduced on the following pages gives us a clear picture of what life was like for the struggling team at that time. The ridiculous hours they worked, the dangers they were exposed to and their sheer stoicism leaves one speechless.

The Australian named Simpson mentioned is Mal Simpson. Mal began started out in Sydney as a racing mechanic working for Fred Vogel and Ralph Sach amongst others .In his mid-twenties, Mal moved to England to follow his dream of working in Formula 1 and as luck had it met Tony Caldersmith, who he had known in Sydney and who was at the time working for Team Lotus. Tony introduced him to either Willie Griffith or Jim Endruweit who gave Mal a job at Lotus.

After Lotus he moved on to working for Rob Walker. Later still and now having the reputation as one of Grand Prix racings best mechanics Mal worked on the Formula 1 and Formula 2 cars of the great Stirling Moss. The combination of Mal, Moss and Alf Francis won six world championship Grand Prix's including those stunning victories at Monaco and the Nurburgring for Rob Walker racing. Including non-championship races, the trio won twenty formula one races before Moss had his horrific accident at Goodwood in 1962.



INTERNAL MEMORANDUM LOTUS CARS

From: Mr. S. Elsworth.
To: Mr. A.C.B. Chapman
Mr. S.F. Chapman
Mr. M.C. Costin.

Date 31st August 1959.
Ref.

PORTUGAL GRAND PRIX.

Prior to leaving the following work had been carried out on the transporter:

New steering ball joints fitted
Gearbox selector plate removed and condition of gears checked
Clutch adjusted
Brakes bled and adjusted
Prop shaft universal joints renewed.
All wheel bearings removed and checked S/S rear replaced.
A Second spare wheel was fitted up, making six wheels fitted with new 6 ply Gold Seal tyres, fronts inflated to 55 rears at 60.

We arrived at Lydd airport at 8.45 for take off at 10.10. I obtained an earlier booking and arrived at Le Touquet at 10'o'clock.

20 Kilometres from Abbeville the S/S front tyre burst, between Alencon and Le Mans the O/S steering arm sheared, the whole out fit, finishing up broadside across the road, narrowly missing a motor cyclist. The spare was fitted after some difficulty removing the old one.

The following morning, Tuesday, we were on the road at 5.30, at 10 o'clock another tyre burst and with an outside temperature of 85° the heat in the cab was unbearable, we had to remove the windows and eventually the doors, the rear seats were impossible so we took turns two in the cab two in the rear, in view of the heat and blow outs I restricted the speed to 30 m.p.h. on speedo (approximately 40 m.p.h.). Tuesday evening we arrived at the Spanish frontier to find they had received no notification of us going through. I 'phoned a Ministry of Transport agent I knew and he said he could meet me at nine in the morning. Simpson being an Australian needed a Visa, as this could only be obtained at the Spanish Consul at Hindaye at 10'o'Clock he had to spend the night in France. We finally got away at 10.30 Wednesday morning, intending to drive right through.

Once in the mountains outside San Sebastian the transporter began to boil, it took us six hours to cross and the transporter boiled nine times and started jumping out of bottom gear.

At nine in the evening when climbing a long bottom gear hill 25 Kilometres from Burgos bottom gear stripped completely. I stopped an lorry and managed to get a tow into Burgos. I found an all night garage and stripped the gearbox and found both bottom gear and lay Signature completely stripped.

...goes, they were eventually located in ... teacher along who spoke English, ... short supply and can only be obtained

...tom gear and we returned to Burgos ... the garage attempted to rebuild ... and I checked on everybody in Burgos ...ually at 3 o'clock in the morning we

...ft Friday morning with 860 kilometres ...burst, we then fitted two R.5s. and ...to find Simpson needed a Visa, we ...let him in on a temporary visa.

...Kilometres of mountains, we boiled our ...ator hose blowing at three in the ...ip badly and brakes completely gone.

...mountain a front tyre burst and this ...don't know. Another R.5. was fitted

...or two days and our experiences with ...it state to change a plug.

...e practice.

...both drivers to do twelve laps ...e was obviously having trouble

...ined that clutch pedal had ...tment did one lap, same trouble, ...O.K. His fuel tank started to

...was stripped and we found the ...e come loose, while it was ...

...d fibreglassed. A separate ...er.

...run up. I then started to take ...ugh the garage and stopping to ...id, this was 10.30. I instructed ...nd the new selector was too tight ...the old fork was refitted. The box was completed and tested and towed straight to the circuit by 2.30

...the car Innes found that on the top ...ring tack had cracked,a welding kit

...k of fuel began to leak and his O/S ...e bump stop.

...on the second lap in exactly the ...Hill spun and was rammed by P. Hill. ...yed on the O/S rear wheel. The oil ...king with Phil Hill he said he saw a O/S rear wheel and I'm convinced

...g I purchased a complete set of

...hecked, the spare clutch fitted, ...xed and a complete set of R.5s. ...orieaux non-stop (1400 Kilometres)

...g to make Le Touquet,that night ...gave way and as Simpson and Levy were ...tayed at the Weber agents at ...ng crossing at 10.30 Friday.

...e gearbox on the Transporter is not ...s definiately useless in hot weather

THE memo, reproduced on the following pages!

So you think you've had a hard week!!

Portugal Grand Prix 23 August 1959

INTERNAL MEMORANDUM

LOTUS CARS

From: Mr S. Elsworth Date 31st August 1959.

To: Mr. S.C.B. Chapman

Mr. S.F. Chapman

Mr. M.C. Costin.

PORTUGAL GRAND PRIX.

Prior to leaving the following work had been carried out on the transporter:

New steering gear ball joints fitted, Gearbox selector plate removed and condition of gears checked, Clutch Adjusted, Brakes bled and adjusted, Prop shaft universal joints renewed

All wheel bearings removed and checked. N/S rear replaced second spare wheel was fitted up, making six wheels fitted with new 6 ply Gold Seal tyres. Fronts inflated to 55rears at 60

We arrived at Lydd Airport at 8.45 for take-off at 10.10. I obtained an earlier booking and arrived at Le Touquet at 10 o'clock.

20 Kilometres from Abbeville the N/S front tyre burst. Between Alencon and Le Mans the O/S steering arm sheared, the whole outfit finishing up broadside across the road, narrowly missing a motor cyclist. The spare tyre was fitted after some difficulty removing the old one.

The following morning, Tuesday, we were on the road at 5.30, at 10 o'clock another tyre burst and with an outside temperature of 85° the heat in the cab was unbearable, we had to remove the windows and eventually the doors, the rear seats were impossible so we took turns two in the cab two in the rear, in view of the heat and blow outs I restricted the speed to 30 m.p.h. on the speedo (approximately 40 m.p.h.). Tuesday evening we arrived at the Spanish frontier to find they had received no notification of us going through. I phoned the Ministry of Transport agent I knew and he said he could meet me at nine in the evening. Simpson being an Australian needed a Visa. As this could only be obtained at the Spanish Consul at Hendaye at 10 o'clock he had to spend the night in France. We finally got away at 10.30 Wednesday morning, intending to drive straight through

Once in the mountains outside San Sebastian the transporter began to boil, it took us six hours to cress and the transporter boiled nine times and started jumping out of bottom gear.

At nine in the evening when climbing a long bottom gear hill, 28 Kilometres from Burgos bottom gear stripped completely. I stopped a lorry and managed to get a tow into Burgos. I found an all-night garage and stripped the gearbox and found both bottom gear and lay gear completely stripped. No spares were available in Burgos, they were eventually located in Madrid. I hired a car and took a school teacher along who spoke English, knowing that all spare parts in Spain are in short supply and can only be obtained in the Black Market.

Everything was found except for the bottom gear and we returned to Burgos at none o'clock Thursday evening, while the garage attempted to rebuild bottom gear by welding, the garage proprietor and I checked on everybody in Burgos owning either a Consul or a Zephyr. Eventually at 3 o'clock in the morning we located a second hand gear.

The box was assembled and we left Friday morning with 860 Kilometres to do. 70 Kilometres another tyre burst, we then flitted two R.5s. and arrived at Villa Formosa that evening to find Simpson needed a Visa. We phoned the embassy at Lisbon and they let him in on a temporary Visa.



The transporter at a later time. Check the toe-out of the front wheels

Villa Formosa to Lisbon is 424 Kilometres of mountains. We boiled our way steadily towards Lisbon. A top radiator hose blowing at three in the morning, the clutch too had begun to slip badly and brakes completely gone.

At nine o'clock coming down a mountain a front tyre burst and this time why we didn't go over the side I don't know. Another R5 was fitted and we crept into Lisbon.

After arriving with no sleep for two days and our experiences with the transporter, none of us were in a fit state to change a plug.

We unloaded the cars and off to practice.

Innes Ireland. I'd instructed both drivers to do twelve laps at all costs. This Innes did although he was obviously having trouble selecting gears.

G. Hill. Did two laps, complained that the clutch pedal had disappeared, bled system, check adjustment, did one lap, same trouble, we changed the clutch master cylinder. O.K. his fuel tank started to leak. However both cars qualified

That evening Innes's gearbox was stripped and we found the threaded collar on the selector shaft had come loose, while it was stripped a new selector fork was fitted.

G. Hill. Fuel tank removed and fiberglassed. A separate reservoir fitted to the brake master cylinder.

In the morning both cars were run up. I then started to take Innes's car out to test, on driving through the garage and stopping to turn into the road the gear bar was solid. This was 10.30. I instructed Moisey to remove the nose piece and found the new selector was too tight on the collar in view of the time factor the old fork was refitted. The box was completed and tested and towed straight to the circuit by 2.30 for scrutineering, later looking round the car Innes found that on the top box section carrying the top arm a welding tack had cracked, a welding kit was obtained and the tack re-welded.

G. Hills car with a full tank of fuel began to leak and his O/S rear shocker cam solid an inch from the bump stop.

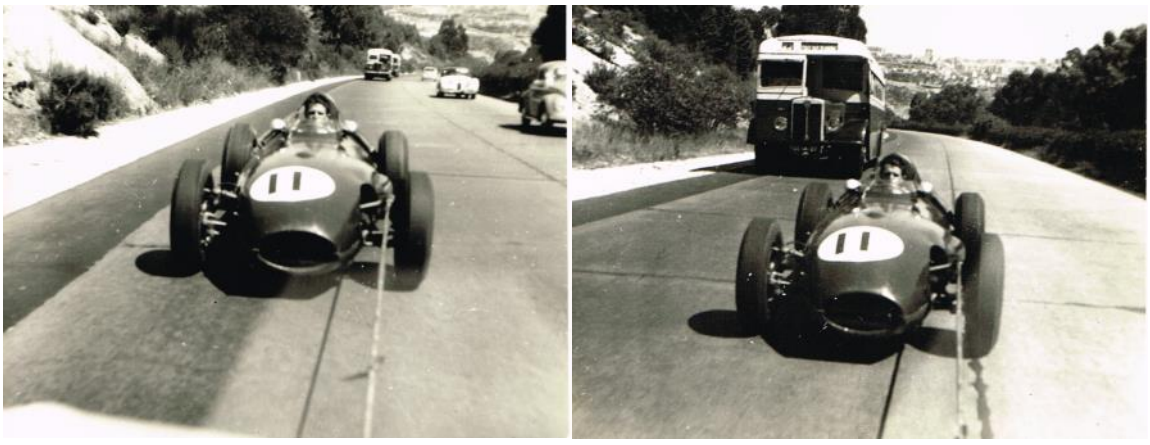
Innes's De Dion shaft sheared on the second lap in exactly the same position as the one at Avus. G. Hill spun and was rammed by P. Hill. G. Hill stated that something had sprayed on the O/S rear wheel. The oil tank was full and no leaks and on checking with Phil Hill he said he saw a white cloud of spray appear around the O/S rear wheel. I'm convinced the fuel tank burst causing the spin.

Transporter. On Monday morning I purchased a complete set gearbox spares and a trailer tyre.

The gearbox was removed and checked, the spare clutch fitted, brakes bled and checked, steering checked and a complete set of R.5.s fitted and drove straight through to Bordeaux non-stop (1400 Kilometers0 arriving Wednesday evening.

We left at 5 o'clock intending to make for Le Touquet, that night at Rouen the front prop shaft bearing gave way and as Simpson and Levy were both sick with the heat in the cab, I stayed with the Weber agents at Rouen leaving at 5 the following morning crossing at 10.30 Friday

It is fairly obvious that the gearbox in the transporter is not strong enough, it is under-tyred and is definitely useless in hot weather and mountains



Mal Simpson being towed in Graham Hill's Lotus 18 to the start of the 1959Portugese Grand Prix . Part of the Monsanto circuit was public road prior to the running of the race, hence the bus and cars.

Answer to last months "Now who Said That?"



August answer is DSJ or Denis Sargent Jenkinson (Jenks) The Continental Correspondent of the renowned British Motor Sport magazine. For 40 years Jenks reported not only on Formula one races but motorsport in general. He gained a fanatical and loyal following amongst the magazine readers. But Jenks not only wrote he also was involved in the sport, firstly as a sidecar passenger to World Champion Eric Oliver and as the navigator to Stirling Moss in his greatest ever Motor Racing victory, the record shattering 1955 Mille Miglia.

In 2008 Nigel Roebuck reports of being with Jenkinson "In the late '70s, at Silverstone, several of us were one day given a ride in a factory Porsche 935. Jenks – of course – was the first to go, and afterwards, as he stepped elatedly from the car, we asked how it had been. "Fantastic!" he said, then, "Just think what it would have been like with a proper driver..."

We pointed out that his chauffeur was a Grand Prix winner, and that brought a typical Jenks response: "I've never been interested in who won a race, until I know who was behind him. There's *winning*, and there's finishing first..."

Sadly, no correct answers, but it was a bit of a tricky one



Innes Ireland with 'Jenks' Monaco Grand Prix 1960

Now, Who said that

A monthly quiz with the challenge of not using Wikipedia if you can possibly hold off !

First one was a bit obscure so from now on there will be mention of the originator elsewhere in the newsletter



This months quote:

With Lotus "I had endured so many failures and so much disappointment and I didn't see an end to it. 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 (Chapman)... that I wanted to leave and I told him why'.

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!!

Shannons Classic SMP August 2016

Thanks to Evan Jones for these shots of the Lotus cars representing the club at the Shannons Classic Display







Its' always a buzz to see what's in the grounds of Japan's Lotus Wrecker / Restorer Body Shop Happy

Thanks to Evan Jones for these photos from a couple of years ago









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/

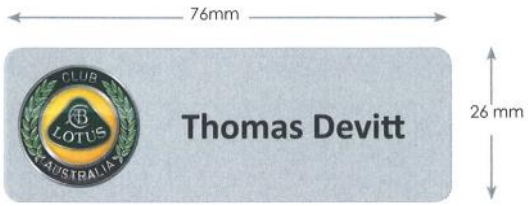
We are really looking forward to putting on a great event for you all and welcome comments and any offers of help

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 month 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

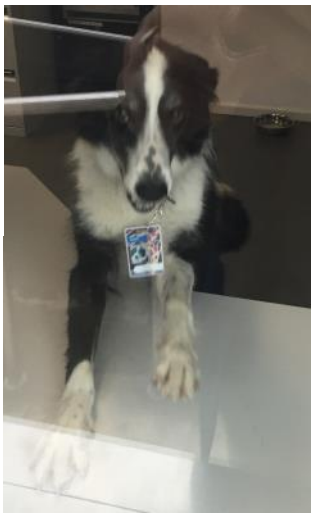
Name to appear on the badge

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



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 going to Bombini for Christmas (again!)



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

Rob Costa seeks photos for the CLA 2017 Calendar



Hi, I'm Robert Costa and have taken on the challenge to create next years calendar. My theme is "People and their Lotuses" so am looking for photographs that depict the relationship between the owners and their cars. All photos considered though! The best resolution you can muster would be great. I'm only looking for 12 photos…how hard can that be :-) !! My mobile is 0417213042 to discuss or robert@southhouse.com.au . I'm sure we can organise a "dropbox" type drop off point for photos that can't be emailed."

Rob

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

CLA Annual General Meeting – 7:00 pm Wed 21st September 2016

Shannons Offices, Unit B, 12 Frederick Street, St Leonards (park & enter by the Reserve Road entrance at the rear of the offices).

CLUB LOTUS AUSTRALIA

Annual General Meeting Committee Nomination Form

At this meeting your **New Committee** will be elected, which means all positions will be declared vacant.
If you would like to nominate a member for the Committee please fill in this form and return it to the elections officer before the commencement of the meeting.

I would like to nominate.....
For the position of :

President
Vice President
Secretary
Treasurer
Editor
Competition Secretary (and CAMS Delegate)
Social Secretary
Meetings coordinator
Points Score
Club Shop
Public Officer and Club plates
CMC Delegate
General Committee member

Nominated by.....CLA Membership Number.....)

Seconded by.....CLA Membership Number.....)

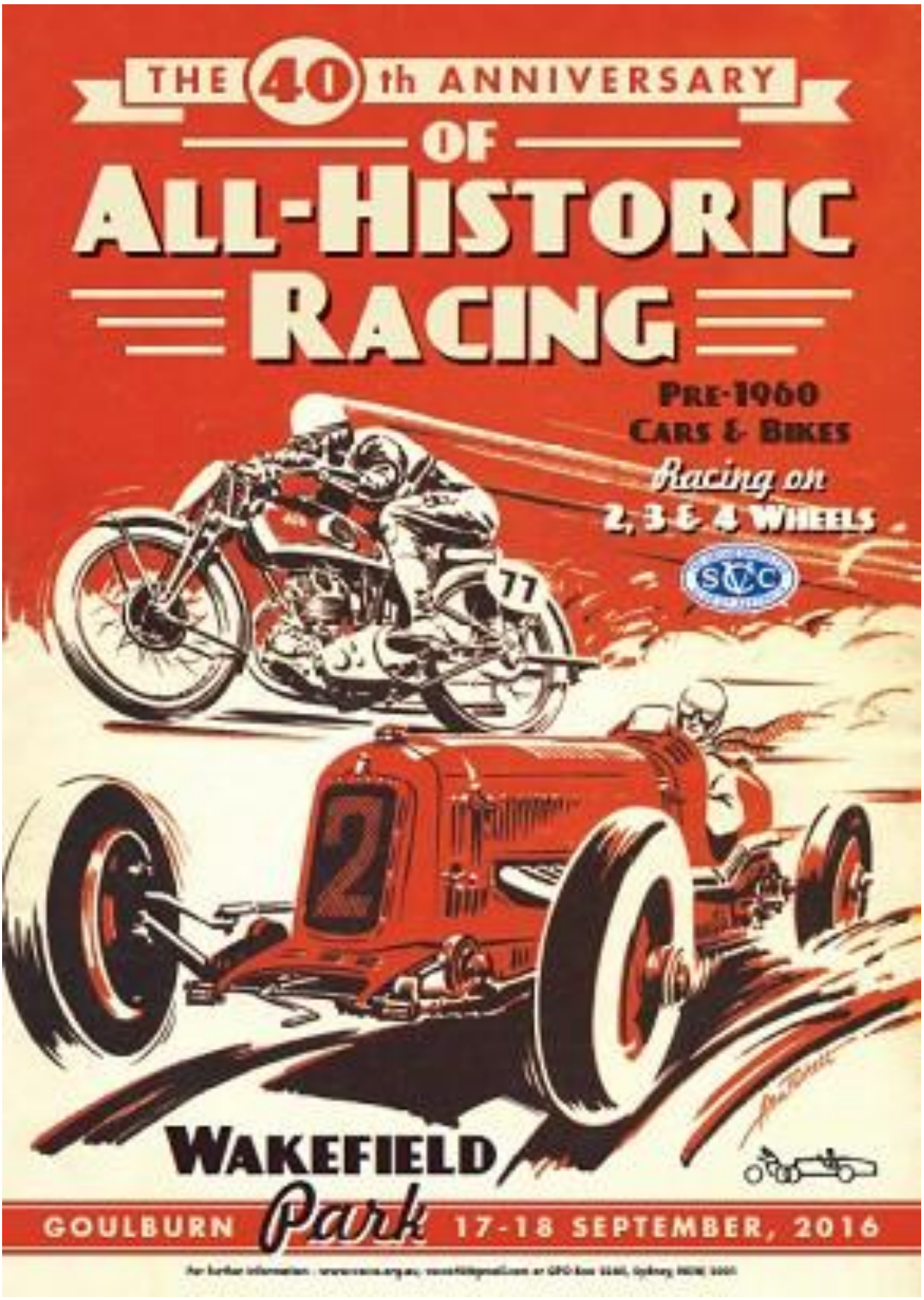
Agreed to by nominee.....CLA Membership Number.....)

CLA 2015-2016 Balance Sheet

Many thanks to Kris Bennett for this and also for her many years of dedicated service to the club as its Treasurer

CLUB LOTUS AUSTRALIA INC
Treasurer's Report
1 July 2015 - 30 June 2016

		30 June 2016	30 June 2015
Cash on hand			
Cheque account		7,584.32	13,834.96
L2013 account		187.69	9,187.69
Term deposit (inc interest)		23,654.89	22,966.18
	Subtotal	**31,426.90**	**45,988.83**
Income			
Membership renewals		7,879.00	11,879.00
Clubshop		201.00	5,936.00
Social events (Xmas party member contributions)		2,445.00	0.00
CLA CSCA events		14,605.00	17,080.00
Account rebates		27.60	13.40
Account adjustments		462.00	10.00
Miscellaneous items			
	Advertising in newsletter	0.00	1,940.00
	Additional calendars per member	0.00	485.00
	Transfer from L2013 account	9,000.00	
	Other	0.00	17.00
	Subtotal	**34,619.60**	**37,360.40**
Expenses			
Account & merchant facility fees		433.20	457.16
Australia Post, stationery etc		1,042.67	2,309.80
CLA CSCA events		13,228.40	12,280.00
Combined club non-competition events		240.00	675.00
General meeting		2,371.46	1,650.95
Social events			
	CLA Christmas Party	4,800.00	3,816.49
	SA Branch Christmas party subsidy	450.00	0.00
	Kings display day	0.00	31.75
	Eggs Benedict	1,239.78	1,127.75
Magazines / Publications		2,804.08	3,837.17
Clubshop		3,762.00	6,965.84
Affiliation fees		2,060.00	1,503.00
Membership refunds		0.00	50.00
IT/Website		7,844.00	7,586.00
Miscellaneous			
	L2015 auction items	390.65	
	Calendars - printing	0.00	3000.00
	Calendars - postage	0.00	2840.15
	Florist	150.00	109.50
	Dept of Fair Trading annual report	54.00	0.00
	Subtotal	**40,870.24**	**48,240.56**
	Profit/(Loss)	**(6,250.64)**	**(10,880.16)**


THE 40th ANNIVERSARY
OF
ALL-HISTORIC
RACING
PRE-1960
CARS & BIKES
Racing on
2, 3 & 4 WHEELS
SVC
WAKEFIELD
GOULBURN Park 17-18 SEPTEMBER, 2016



EGGS BENEDICT

2016 Eggs Benedict with Barista & Buckets
will be
Sunday, September 25, 2016
at 9.00 a.m.
at
"Ebony Hall"
310 Moreton Park Road, Douglas Park

Bookings absolutely, totally essential.

Read it again …….. no bookings, no show and that means booking before Friday, September 16, 2016 please

Anne Blackwood
Email: anne_blackwood@hotmail.com

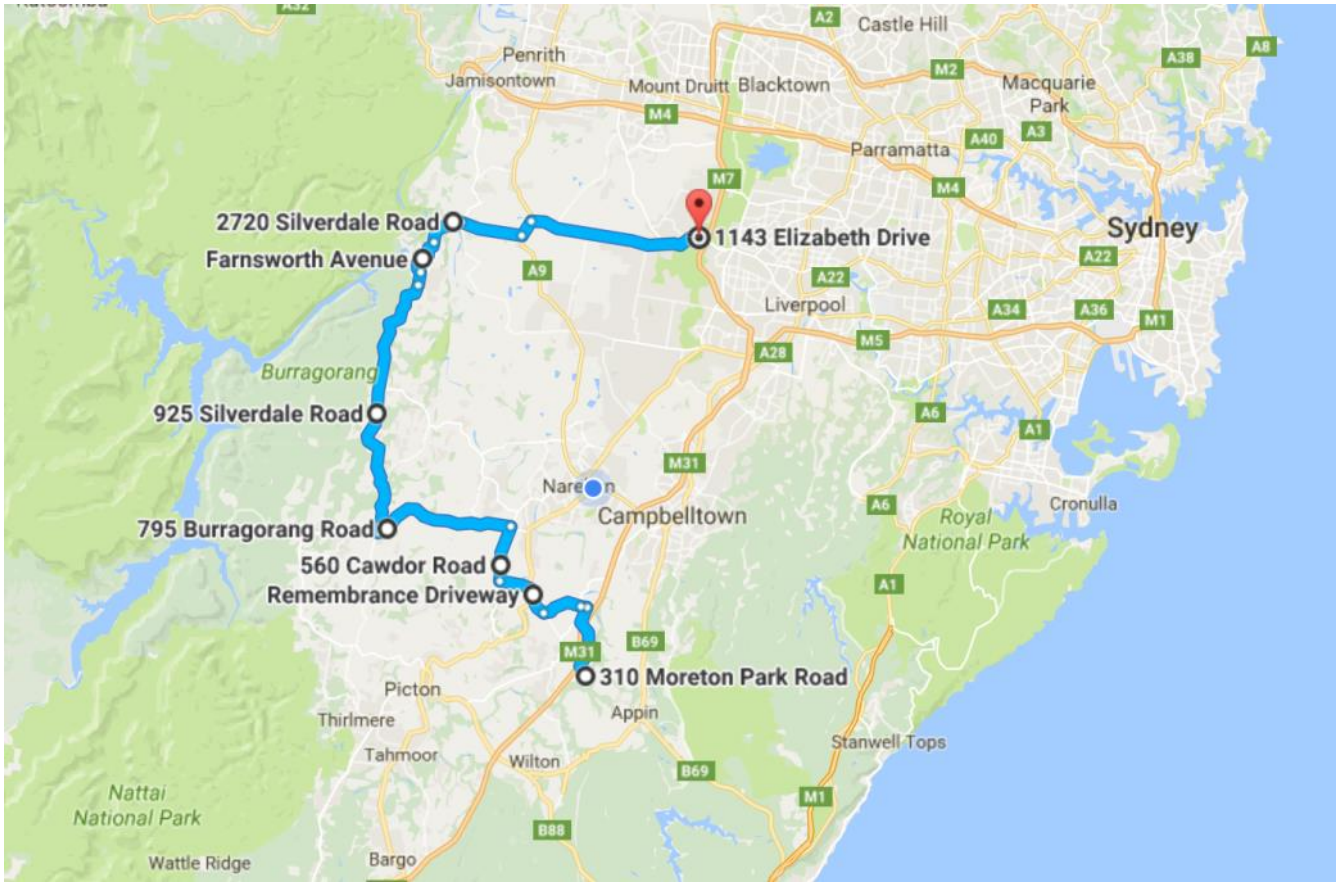
Commencing 2016 a bucket will be passed at Eggs Benedicts to collect for Beyond Blue.
Bring your cash with you!

beyondblue
the national depression initiative
www.beyondblue.org.au

If you are still seeking thrills and adventure after the Eggs Benedict morning, Anne has suggested some scenic drives home!

AFTER EGGS BENEDICT LOTUS SCENIC ROUTES

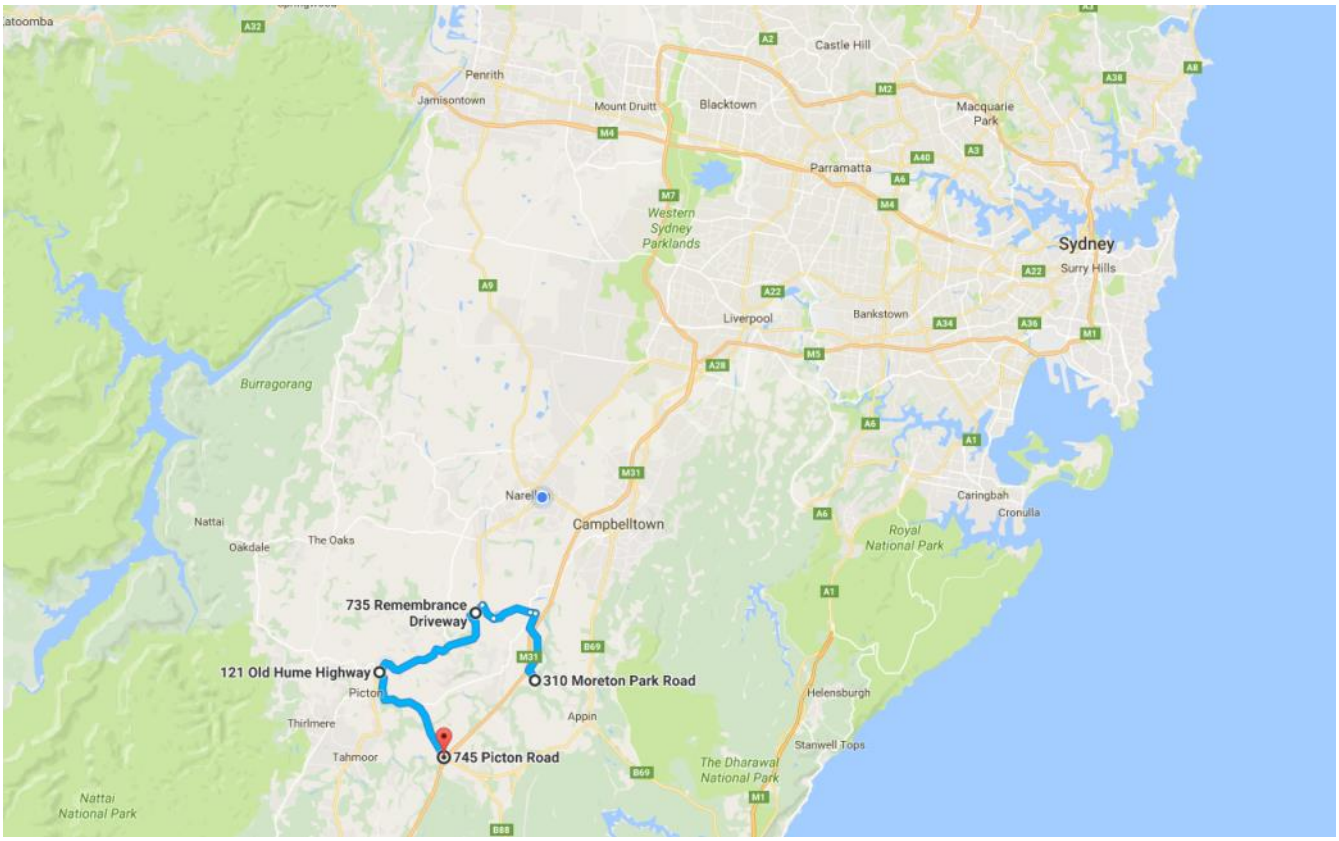
ROUTE 1: Menangle - Cawdor - Oakdale - Warragamba Dam - Wallacia - Intersection of Elizabeth Drive and M7 – 78.2kms (48.59 miles) & approx. 1hr 11 mins.



1. Exit the Driveway and turn right, heading north on Moreton Park Rd for 5.9 kms (3.66 miles)
2. Turn left onto Station St for 450 m (0.28 miles)
3. Continue onto Woodbridge Rd for 3.1 km (1.93 miles)
4. Merge onto Finns Rd for 1.4 km (0.87 miles)
5. Turn right onto Old Hume Hwy/Remembrance Driveway for about 850 m (0.53 miles)
6. Turn left onto Cawdor Rd for 2.4 km (1.5 miles)
7. Turn right to stay on Cawdor Rd for 4.3 kms (2.7 miles)
8. At the traffic lights, turn left onto Burragorang Rd for 11.3 kms (7.0 miles)
9. Turn right onto John St which turns into Silverdale Rd for 21.6 kms (13.4 miles)
10. Turn left onto Marsh Rd for 1.0 kms (0.62 miles)
11. Turn left onto Production Ave for 1.1 kms (0.68 miles)
12. Turn left onto Farnsworth Ave for 140 m (0.08 miles)
13. Slight right and then you should reach the Warragamba Dam Visitors Centre
14. Depart the visitors centre and head south-west towards Farnsworth Ave for 220 m (0.14 miles)

15. Slight left onto Farnsworth Ave for 3.3 kms (2.05 miles)
16. At the roundabout, continue straight onto Silverdale Rd for 3.2 kms (1.99 miles)
17. At the roundabout, take the 2nd exit onto Park Rd for 4.8 kms (2.98 miles)
18. Turn left onto The Northern Rd / A9 for 1.4 kms (0.87 miles)
19. At the roundabout, turn right onto Elizabeth Dr for 14.0 kms (8.7 miles)
20. You will then intersect the M7. Left is to head Northbound, right is to head Southbound.
21.

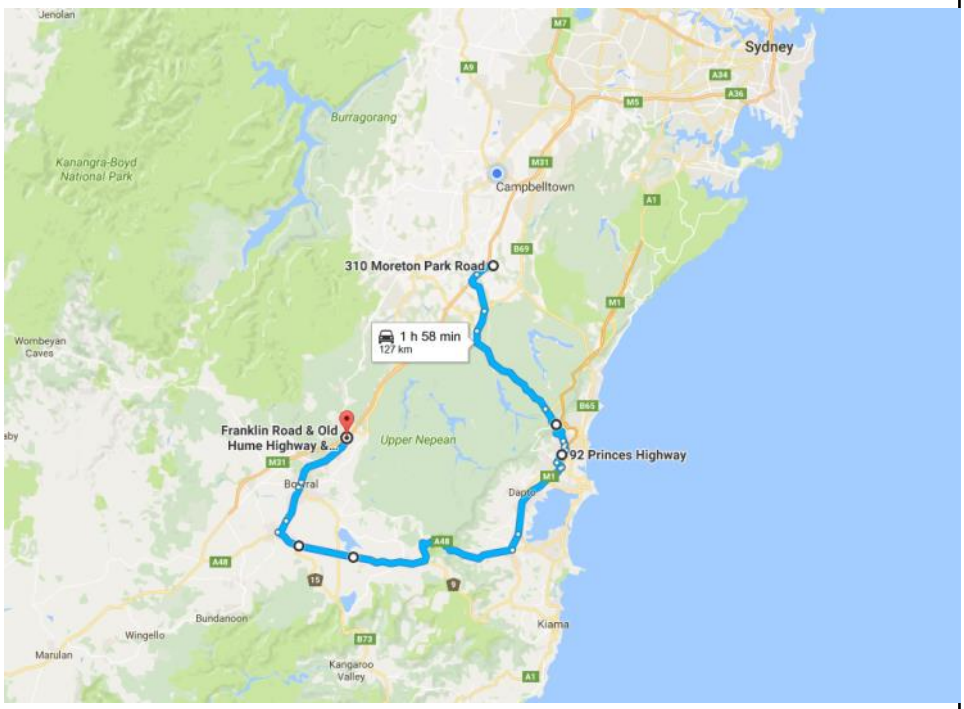
ROUTE 2: Menangle – Razorback / Old Hume Highway / Remembrance Dr – Picton – Hume Highway – 32.9kms (20.44 miles) & approx. 30 mins.



`

1. Exit the Driveway and turn right, heading north on Moreton Park Rd for 5.9 kms (3.66 miles)
2. Turn left onto Station St for 450 m (0.28 miles)
3. Continue onto Woodbridge Rd for 3.1 km (1.93 miles)
4. Merge onto Finns Rd for 1.4 km (0.87 miles)
5. Turn left onto Old Hume Hwy/Remembrance Driveway for 12.3 kms (7.64 miles)
6. Please have a stop in little old Picton to support the town the suffered severe flooding a few months ago.
7. Turn left onto Menangle St / B88 for 9.7 kms (6.03 miles)
8. You then reach the intersection of the Hume Highway. Turn left heads northbound to Sydney, turn right heads southbound towards Mittagong / Bowral.

ROUTE 3: Douglas Park – Mount Keirra – Albion Park – Macquarie Pass – Bowral - Mittagong – Hume Highway – 127 kms (78.9 miles) & approx. 2 hrs. The end of this route is approx. 45 mins / 70.5kms / 44 miles South from the start of the M7



1. Exit the Driveway and turn left, heading south on Moreton Park Rd for 3.1 kms (1.92 miles)
2. Turn left onto Douglas Park Dr for 6.7 kms (4.16 miles). This section is tight so watch for oncoming traffic
3. Turn right onto Wilton Rd for 210 metres (0.13 miles)
4. Turn left onto Macarthur Dr for 3.5 kms (2.17 miles)
5. Slight left to merge onto Picton Rd / B88 for 17.5 kms (10.87 miles)
6. Turn right onto Mount Keira Rd for 9.1 kms (5.65 miles)
7. Turn right onto Yellagong St for 750 metres (0.47 miles)
8. Turn right onto Pooraka Ave for 350 metres (0.22 miles)
9. Continue onto London drive for 600 metres (0.37 miles)
10. Turn right onto Princes Hwy for 2.5 kms (1.55 miles)
11. Turn left onto Five Islands Rd for 1.1 kms (0.68 miles)
12. Turn right to merge onto the M1 for about 13 kms (8.08 miles)
13. At the roundabout, take the 2nd exit (turn right) onto Illawarra Hwy / A48 for 2.7 kms (1.68 miles)
14. Turn right to continue on the Illawarra Hwy for 45.8 kms (28.46 miles) up Macquarie Pass and into Moss Vale
15. Turn right at the roundabout in Moss Vale to joint Moss Vale Rd for 5.6 kms (3.48 miles)
16. At the roundabout, take the 1st exit onto Funston St for 220 metres (0.14 miles)
17. Turn right onto Station Street for 150 metres (0.09 miles)
18. At the roundabout, continue straight to stay on Station St for 850 metres (0.53 miles)
19. Continue onto Bong Bong St / B73 for 9.8 kms (6.09 miles)
20. Take the ramp onto the Hume Motorway / M31 to head northbound back towards Sydney

If you would like to find out more about things to see and do in the Macarthur area, visit www.macarthur.com.au

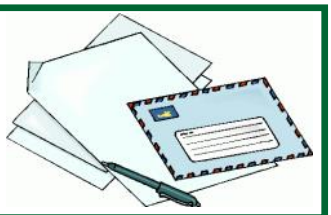


We're off to see the glorious Gosford Classic Car Museum.

Even if he does only have one Lotus (so far anyway!), my reckoning is that the new Gosford Classic Car Museum has to be worth a visit.
So we will be heading up there on Sunday 4th September, leaving from St Peters at 8am; if you would like to join us, meet in Barwon Park Road next to Sydney Park, and we will then head north up the Eastern Distributor, out to Lane Cove Road, up to Yanko Road and the Comenarra Way and thence up the Old Pac Hwy to Gosford.
If you would us like to pick you up on the way up, please feel free to sit beside the road or we'll see you there at about 10am.
Here's hoping for a sunny day :)

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



Imagine my surprise when I saw a picture of a Marlin Berlinetta at the 'Lost Fraternity' Display in the magazine. Most older members know I had one as my daily driver for 22 years until I could no longer get in it because of a hip problem. I sold it to a Lebanese fellow from the western 'burbs after getting 15,000 hits in 3 weeks on Carsales.com and have never seen it since. It had 200,000 kms on the clock. Now my hip is fixed I wish I'd never sold it.



The Marlin Berlinetta from the Lost Fraternity

The Marlin is somewhat agricultural but inexpensive to run. Colin would have liked it because it was so light and had little protection but went like a rocket! The front end tended to lift at 140kph because of the dynamics of the wings. My current fab drive is a 1971 Marcos 3 litre GT Coupe which requires considerable dexterity to enter. It is interesting to note Grand Prix drivers Jackie Stewart, Derek Bell, Jackie Oliver and Jonathan Palmer started their racing careers in a Marcos.

Best wishes

Alastair Browne



Alastair's Marcos at a recent Shannons day

Positions Vacant

Australia's Lotus importer and distributor has 2 job vacancies on offer

JOIN THE SIMPLY SPORTS CARS TEAM AS A CAR SALES CONSULTANT

Simply Sports Cars is a dynamic company that is growing year on year. We have been Lotus dealer of the year for the past 3 years and are about to embark on the next growth phase of our organisation.
This is an opportunity for you to join Australia's leading Lotus dealership and play a key role in the sales area. We are looking for an enthusiastic individual who possesses the skills, passion and motivation to drive new and pre-owned vehicle sales and promote the Lotus lifestyle that comes hand in hand with Lotus ownership.

Duties include:

Selling a niche brand like Lotus requires a hands on approach to sales. You must be willing to own and drive all facets of the sales cycle, from the posting of vehicles ads to vehicle handover and everything in between. You will also need to understand and be able to properly position the many aftermarket products that SSC have developed for the Lotus brand.
You must be willing and able to:

- Create and post vehicle advertisements.
- Keep vehicle stock in presentable condition within the showroom.
- Maintain an accurate prospects database.
- Follow up all leads and enquiries in a timely manner.
- Attend sales, marketing, charity and drive events (including track days) which may be outside of normal business hours.
- Complete new vehicle orders in accordance with Lotus procedures.
- Work closely with our Marketing and Events manager to maximise lead traffic.
- Work closely with our Service team to ensure vehicles are prepared for handover on time and meet quality expectations.
- Liaise with wholesale buyers for trade in vehicles that are not suitable for resale in our dealership.
- Prepare deal commercials for review and approval

To be successful in this role you will:

- Have a proven track record of vehicle sales. Previous experience selling Lotus or similar car brands is preferable but not essential.
- Demonstrate a passion for the Lotus brand.
- Have strong attention to detail.
- Have strong commercial acumen when it comes to constructing a sale that delivers value to customer and SSC alike.
- Be able to articulate the "Lotus lifestyle" value proposition.
- Understand the competitive landscape and the strategies required to compete.
- Have a current full driver's licence and be able to drive a car with manual transmission.

The position is available for immediate start.
At Lotus, we don't just sell cars, we sell lifestyle. If you think you've got what it takes to be successful in this role, please email your CV and covering letter to gemma@simplysportscars.com.
Applications close 30th September 2016.



COME AND JOIN THE SIMPLY SPORTS CARS TEAM AS A VEHICLE MECHANIC & TECHNICIAN

Simply Sports Cars is a dynamic company that is growing year on year, this is an opportunity for you to join the team and play a key role in the workshop area. We are looking for an enthusiastic individual that is keen to bring their experience and knowledge to work alongside the existing team to take Simply Sports Cars to the next level. Our facility undertakes automotive engineering and vehicle maintenance. We are an authorised Lotus Cars Australia Dealer, but also hold our values as an original independent specialist very close. You may be involved in race car preparation and support when required.
This is a full-time, permanent position and is available for immediate start.
To be successful in this role you will have:

- Completed automotive based qualifications
- Have minimum 2 years experience
- Have strong attention to detail
- Committed to quality workmanship and customer service
- Be self-motivated
- Have current full driver's licence
- Experience in Lotus vehicles, racing at a professional level and/or Toyota engines/drivetrains advantageous

Please email your CV to gemma@simplysportscars.com.
Please ensure that you detail any hands on work experience that you have undertaken to date

`

CLA WA Diary 2016

Month	Day/Date	Event	Location
Sep-16			
	Sunday, 11 September 2016	Club Sprint Championship Rnd 5	RAC Driving Centre
	Monday, 12 September 2016	Meet n Eat 6.00pm	Boab Tree Kings Park
	Sunday, 18 September 2016	WA Sprint C'Ship	
	Sunday, 18 September 2016	Early Morning Run	Guildford Rly carpark James St.
Oct-16			
	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, 23 October 2016	WA Sprint C'Ship	
	Sunday, 30 October 2016	Lotus Club Sprints	
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	
	Monday, 12 December 2016	Meet n Eat 6.00pm	Boab Tree Kings Park



CLA NSW 2016 Diary

Month	Day/Date	Event	Location
Sep-16			
	Sunday, 18 September 2016	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	17th & 18th September	CSCA Driver Training Day and TSOA	Marulan Driver Training Centre.
	Wednesday, 21 September 2016	CLA Annual General meeting	Shannons Offices, Unit B, 12 Frederick Street, St Leonards (park & enter by the Reserve Road entrance at the rear of the offices).
	Sat Sun 24 & 25 Sept	HSRCA	Wakefield
	Sunday, 25 September 2016	Beyond Blue Eggs Bennecict	310 Moreton Park Rd Douglas Park 2569
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	TBA
Nov-16			
	Sat Sun 5&6	Retirn of the Thunder	Sandown
	Saturday, 12 November 2016	Lotus Lunches 12.30pm	TBA
	Wednesday, 16 November 2016	CLA Monthly Meeting	TBA
	Sat Sun 19 & 20	HSRCA	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 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

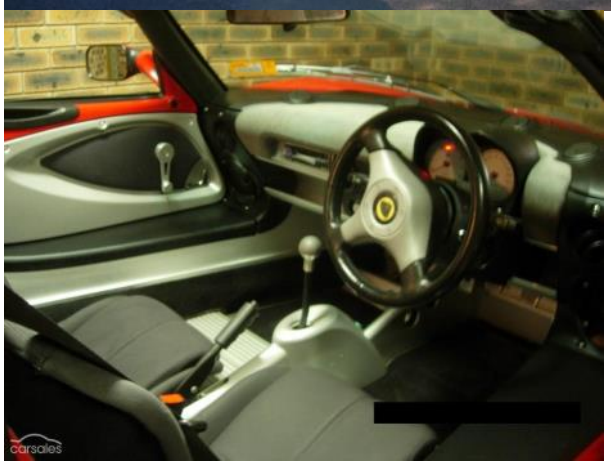
For Sale



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

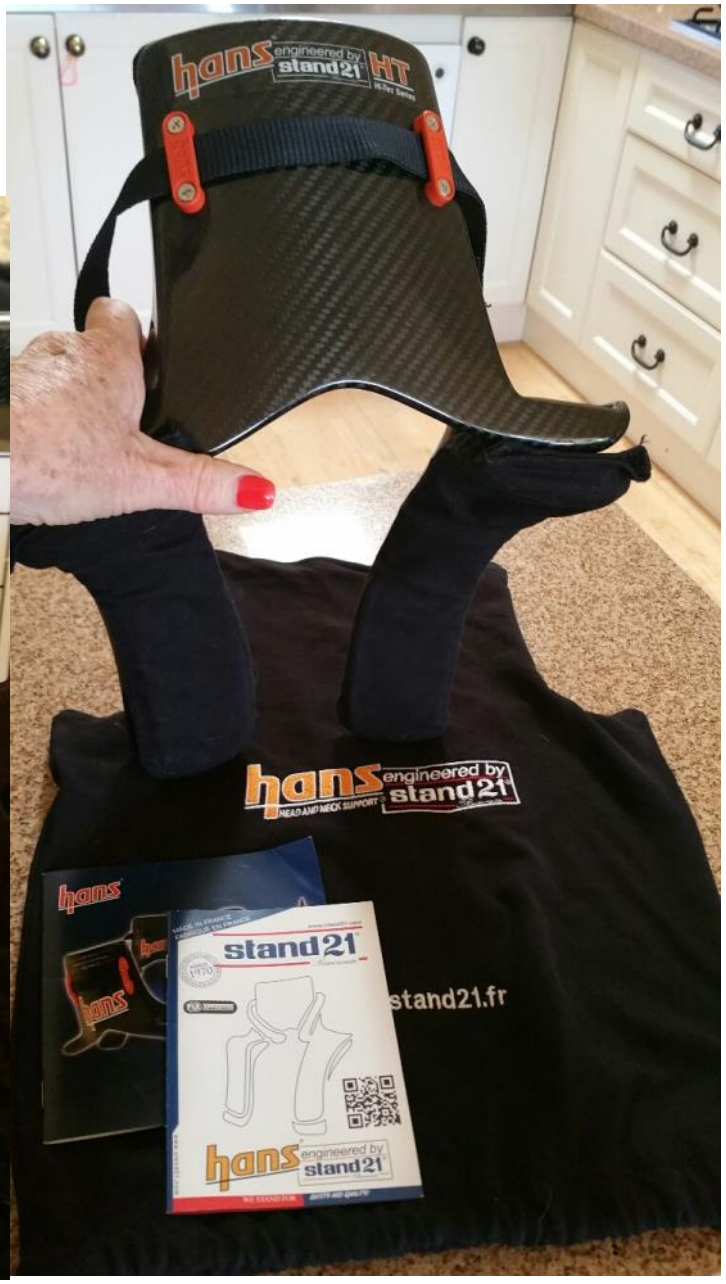
The car is located in Port Stephens. For more information and photos, please contact Mike Ryves on 0407 226 753 or email mike.ryves@bigpond.com

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