September 2017



Chunky's Chatter

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



Inside this issue

- All the letters and Photos from the Elite Diamond Jubilee celebrations
- Contributions from ACT, SA and WA
- Expressions of interest sort for Craigieburn at Bowral for the CLA Christmas party
- Photos from the Kings School All British Day

Club Lotus Australia
September 2017

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

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

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

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Cover Photo: Thanks to Seth Reinhardt for this fabulous photo of the Lotus cars assembled for their laps of Sydney Motorsport Park at the Lotus Elite Diamond Jubilee celebrations, April 2017

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May
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Presidents prattle
With Ashton Roskill



Hi there

My apologies this month's CC is late - prolly my fault - too busy having fun! I'm writing this from Trappers in Goulburn as the HSRCA Spring Festival is on and the Eleven is as ever proving delightful company (as are all the competitors of course!). It's amazing seeing all these wonderful and historically important cars being given a good time out on the track. I'm delighted to report that the Eleven even survived the 30 minute Enduro with only a small oil leak and some slightly squishy tyres! And she did it on 5 litres of fuel.

We had a massive August what with Brian's brilliant Big Lotus Weekend (also huge thanks to SSC for the LOTD on the Monday) followed closely by another beautiful day at Kings School for the All British Day. I have spent rather more time than I should under Austin-Healey's at both these events as Giles and I struggle to build Gidget (as she is now christened) into an as-bulletproof-as-possible rally car.

And now we tear headlong into spring and the last third of the year; this month of course is Eggs Benedict (Sunday 10th) and AGM time (Wednesday 20th). Please come and hear about the wonderful Motorsport Committee who have agreed to pick up some of Mike's work, and we'd love to hear your ideas for events or technical nights or whatever you'd like us to organise.

A quick reminder to register your interest in the Christmas Party at Craigieburn on Sunday 3rd December - we will need to lock it in so the sooner we know numbers the better and please don't be the one kicking yourself because you forgot!!

Right, I think that's it from me - as ever, please keep it safe, right side up and on the black stuff,

Pip pip

Ashton



From the Editor
Tom Devitt



Hello everyone and welcome to spring. I was just about to go to press when I received a very interesting email from Ashton. He had just got a note from an American Lotus owner wanting to sell his RHD car and thought it might have a better chance of sale in UK, NZ and Australia. Nothing particularly fascinating about that, but it was what he was selling, that sparked Ashton's and my interest. It was a 1984 Lotus M90! Never heard of it, well I don't blame you. The factory only made one of them and this is it.



The 1984 Lotus M90 Prototype car

In the early 80's, Things weren't going particularly well for Lotus. Back in 1979 John Zachary DeLorean entered Colin Chapmans life and things began spiralling out of control after that until the fateful night on the 16th December 1982 when Colin suffered a fatal heart attack at the age of 54. The Lotus 90 (sometimes called the X100) was the last car that Chapman oversaw before his death.

At the time Lotus was looking for a new partner/investor and Toyota ticked all the boxes. Additionally, Lotus had lured designer Oliver Winterbottom away from TRV and he was put to work designing this new car. This was to be the new Elan. The car was probably a bit too conventional and did not get much support from the board of Lotus, and development stalled when Colin Chapman died. The fortunes of the company were at an all-time low when British Car Auctions took a controlling interest but David Wickens of BCA decided to re-start the project. The car had a small amount of re-design work converting it from FHC to a convertible. And a single prototype was commissioned albeit of a very high-quality build.

As time went by, the factory was concentrating on the FWD Elan that eventually became known as the M100 and the prototype M90 got pushed to the back of the factory only to be auctioned in the massive sell off Lotus History in 1998 when it disappeared to the USA. We are still waiting for the ad content from the USA seller, but should have something for the next issue of CC

Thanks to everyone who joined the club for its activities during August one of our busiest months yet. Congratulations to the concourse winners and a big thank you to all the Elite owners who brought their cars from all over Australia. And that's not forgetting Tony Galletly and his magnificent Lotus Eleven down from Queensland.

The raffle in aid of Prostate Cancer organised by Brian Caldersmith and ably supported by all the diners at the commemorative dinner and then complimented by the fantastic ticket selling skills of Peter Eppel, raised almost $1000.00. Not a bad result for 10 hours of ticket selling!!

Don't forget the annual pilgrimage to Douglas Park for Eggs Benedict, although if you are only now realizing this, you are probably too late!

That's it for now, see you next month

Tom

Club Lotus Australia for Prostate Cancer Research

Name _____

Phone _____

Email _____

Address _____

_____

Ticket No:

Club Lotus Australia Raffle
for Prostate Cancer Research
Drawn 13th August 2017

$5 each

FIRST PRIZE

An ORIGINAL WATERCOLOUR PAINTING
of your vehicle *by Brian Caldersmith*



Ticket No:

2017 CSCA August Report

With Mike Basquil.



The weeks before the Morgan Round were supposed to be all about preparation and competition at The Phillip Island 6 Hour, all that was not to be- I thought I'd pulled a muscle ensuring the Trailer was all A OK ready for the trip south this turned out to be a full length Deep Rein Thrombosis of the right Leg. What followed was 10 days in hospital hooked up to an intravenous Drip all fun- lots of time to look out the window and contemplate my navel. I'd made the decision not to compete over this time and decided to go as Team Captain. All good out of hospital on the Sunday before the Event but developed a bit of a cough as the day progressed, this ended up being full blown hospital acquired Influenza A so back into hospital- this time isolated from anybody and all staff approached me looking like space travelers, a week later I was sent home with enough drugs to start my own Pharmacy, I'm happy to say as I write this today is the first day in this whole process I didn't cough and feel like rubbish. I still have to treat the DVT in the leg but that will be ongoing for some time BUT I can get in and drive the Lotus and that is one machine that does tick ALL the boxes.

So to Round 5 of our Series hosted by the Morgan club, I sent Choy-Lin the Event Secretary my times data for the CSCA the Friday the week before the event and offer to assist in any way I could, knowing that I probably wouldn't get any take up as Choy-Lin has a definite way of achieving a result in Event preparation. The day of the Event dawned all bright and shiny I arrived at SMP at 7:30am to find the place in full preparation mode with lots of folk unsure about the full track. CLA had a strong turnout with 29 runners 23 of them piloting there Lotus. The Drivers Briefing got underway and as expected took a lot longer than the average motor sport enthusiast attention span so half of what was said, important as it may have been fell on deaf ears. Morgan use the link road onto the circuit prior to going onto the main straight, I'm not a fan as there is nowhere to marshal cars but with the changes made to the refueling area and Morgan using a three stage marshalling system it appears to be working well after the first run. At the close of play 6 runs were available to those that wanted it and again we had no major hold ups although a few cars failed to proceed, overall Driver behavior was good we still had a couple that missed Flags and we identified a couple of operational flaws that will be addressed at future events

Results: We opened the point scoring with Jen Hogan in Class A2 in the Super 'Batmobile' and of course Jen took the Fastest Marque lady as well as the Class, win, Ashton Roskill might have competed in the Lotus 11 but failed to get an entry in before the event. Class C2 had Len Goodwin continue his domination of this class taking the class win by over ten seconds from Garry Williams in the MGB who was looking for a Birthday present from Len- didn't happen. Class DM2 the haunt of the Elise and Exige in the naturally aspirated class competition was fierce with Rex Hodder in his Exige having to work hard to take the 1st spot followed by Leigh Mellor; David Baigent ran his Exige under the Sprite Club banner and took 3rd in Class despite leaving a large puddle of oil on the Dummy Grid prior to his last aborted last run Mark Beckett brought his Elise home 4th and Andrew Lydon kept Mark honest all day with a close 5th John Culvenor fresh form his Targa Tassie exploits was 6th with Dennis Brady rounding out the Lotus bunch. Class DM4 is exclusively Supercharged Lotus territory, Duncan Andrews took the class win and fastest Marque car on the day with a 2:06.8924 lap on his 4th lap of the day, the car then went onto a trailer with issues unknown to this point.



Richard Wodhams is coming to terms with his new steed posting a 2nd in class both in red cars so proving the theory that red ones are faster; Peter Taylor was home 3rd and Martin O'Brien back in action 4th; Stephen Alcorn fresh from Phillip Island posted a strong 5th in Class and fellow PI runner Gino Valdes in his Exige was 6th Bret Stevens in his Elise rounded out the Group. Class DM5 is exclusively V6 Exige territory Valery Muzman in his Cup R led the way proving that seat time improves your times Martin Duursma and Leigh Fuller continued their Series battle with the odd second separating them Martin taking 2nd place to Leigh 3rd. Class R1 was missing a few of our regular runners but Peter Klumper in the PRB waved our flag for 3rd in class followed by David Hogan in his HPE Elise. Terry Waugh in the Banks Europa took out 5th in class, followed by Brian Hogan double entered with David home 7th Garrath Johnson and Mark Prew in the Holden powered Porsche 924 were 8th and 9th . In the Non Marque Classes Rex Mellor in the BMW E36 took the win in 2BM. Stephen Wan in the Honda Civic took the class win in 3BM in the heavily modded Civic. Team Deller in their Commodore Peter grabbed 5th in class to John's 8th in the V8 Commodore Greg Baker in the Pulsar rounded out our runners in 11th position 3BM is a strong class with 20 runners so competition was fierce.

Apologies for not getting out the Results sooner to all runners but the dog's disease that I endured struck down our Point Scorer and his family so we will catch up directly.

The remaining 2017 season the dates are listed below for those that wish to mark down the Calendar dates;

Round 6 SCCA 24th September SMP South Entries are now open on the CAMS Event Entry website

Round 7 TSOA 15th October Wakefield Park is also all in readiness with entries open mid September.

Something that is forefront of our minds over recent years is the lack of Race Tracks in NSW, to that end I was wearing one of my other hats as NSW Supersprint Panel Secretary when Panel members looked at a NEW track being built at Luddenham. I have to say having walked it's length and contemplated how I might attack each corner I was mightily impressed – built on the side of a hill surrounded by olive groves and a go Kart track it has corners very reminiscent of Oran Park and while only 1.4 km in length, and 10 meters wide it offers plenty of challenges. The Track complements the land form and all parts of the track can be seen from any vantage point you may like to occupy. I was concerned that they may endure EPA issues with noise but with the new Airport and M12 freeway being built next door it is most unlikely. I also brought up the question of drainage, heavy rain at our existing tracks can result in 'rivers' at difficult areas but extensive systems have been put in place to ensure all rainfall ends up in the dam and not on the yet to be tarmacked surfaces. So some GREAT news all being well with some good weather it will be operational in the first quarter of 2018 I for one can't wait.

CLA is still looking for my replacement CLA at present the plan is to create a Committee of volunteers to divide the task into manageable bits to suit the members time and skills constraints. At present I'm putting together a 'description' of what I do- which is proving more difficult than writing a magazine article, if you want to be part of this group drop me a line.

See you at the Track,

Mike Basquil

Quokka Talk

By Eddie Lankhorst

Quokka Talk
By Eddie Lankhorst
Wow what a month it has been. I hit a birthday milestone, we had our usual Boab meet and EMR, we competed in a hill climb, and the Targa West rally.
Andrew Graham, in his S2 Elise, did us proud at the TSOA hill climb at Jack's Hill, winning outright against a diverse field including Lotus, Triumphs and some very fast Porsche. A great drive. We'll be back there again at the end of August for the CAMS club challenge.
Four Lotus were involved in Targa West during August. Everything went without a hitch, although on the final stage Steve Metlitzky's S1 Elise failed to get off the line. He and navigator, Mandy Lister, pushed the Elise down Riverside Drive, across the finish line and back to regroup to finish the rally under human power. Well done guys.
Following us on the Targa Tour on the Sunday was an electric i3 BMW. Surprisingly it kept pace with us around the tight circuits, up until the batteries heated up and the power output dropped to 80%. This little car attracted a lot of attention, however it didn't participate on the country stages the day before as it would have run out of power about a third of the way around. They failed to mention that point during any of the coverage.
Our next months events are:

Lotas Hell
By Richard Cooper
The A in the title is well placed ! The A here replaces "usually" with "always" in Lots of Trouble Usually Serious.
Eddie suggested I share my story. You see I've been having hassles with my Elise (S2 with BOE supercharger). So here it is, with full-blown emotion! Firstly, my background: I am happy with a wrench in my hand and an idea in my head. I am a Lotus nut and have been since I was 22, owning many over the years.



I have always been jealous of the guys over east, attending regular events such as LOTD, so I was really looking forward to our first here in WA a few months back, with 30 Lotus expected to be on the Barbagallo circuit.
Along with the other enthusiasts I lined up to start my first run, taking off slowly to warm the engine. I got about 200 meters and the car misfired a bit, so I gave it a little throttle, but the misfire worsened and there was a huge pall of blue smoke following me. I limped it back to the pits wondering what the heck was going on. I was so disappointed in missing driving with all the others. Well, a flatbed home and my day was over before it even started.
I took off the cylinder head and found this (see photo). The magical Nikasil lining had failed and it had cost me one piston, one block and one conrod, as well as bearings etc.
I contacted BOE and Phil said he had seen it a couple of times only and after less than 10 miles. Mine was over 10,000 km. He did try to help me with the situation and supplied pistons and other stuff at his cost, but I had to import a new block and do a full rebuild. That was a bit over $3k. I am so glad that I am not a Ferrari lover.



After rebuilding the motor and fitting a new clutch plate I went about bedding in the rings with some heavy throttle applications. This was all good, but I did find that the motor would not rev past about 6200 rpm. It was sort of like it was hitting a very hard rev limiter. At full throttle it was so violent that it sheared my front engine mount. I found this later while under the car. Well, I couldn't figure this out so I asked around for advice. That varied a lot from floating valves to all sorts of other theories. But I had only disassembled the head to clean the valves and decoke with the same hardware???
I had it on the dyno for four hours with no joy. Then I went to another friend and his Dyno was out of action, but he was able to scope the crank

trigger wire and said it was a very clean signal with very little noise. And so it should have been. A couple of years earlier I had built the cable myself to make the twisted pair of wires earth, shielded all the way back to the ECU. Anyway, I thought I'd keep changing things until I isolated the problem, but I changed all the following with absolutely no success: alternator, rear wiring loom. coil packs, spark plugs, crank sensor, cam sensor and even the ECU (SSC PIP). All this made no difference and I was getting so desperate that I thought I might have to get an old Celica motor, fit it and get rid of the car. But wait, it gets worse!

The car was still drivable if I kept it below 6k rpm. It has been my daily for years as I just love driving a Lotus, but by now I was depressed, as I am sure Steve and Eddie will attest. So a few days before Targa West I was over at Steve's place helping him get his S1 ready. I had parked my Elise on the roadside. A while later we both heard the sickening crunch of fiberglass being modified buy another cars bumper. Yes, Steve's neighbor from across the road had reversed into my car. Well how much more depressed could I have been?

This is all true believe it or not, who could make up this sh.t.

Well now the silver lining to my dark cloud. The car was not badly damaged and when I took it to my repairer who is the Lotus man over here I told him my tale and he suggested I talk to a mechanic he had known since he was 15. Well, I got his details and gave him a call and discussed what I had been through. When I told him it would not rev and the tacho and speedo went crazy he immediately felt it was a crank sensor over voltage and that I should contact the ECU manufacturer and get a different voltage threshold and filtering in the tune. I contacted Adaptronic, but they said that they could only send a tune with the crank trigger set to digital, even though it was an analog sensor. "It might work" he said, but I didn't hold much hope. I thought that if the crank trigger was getting too much voltage then I might try and move it out from the trigger wheel a little bit. So I fabricated and fitted a little shim 0.9mm thick and refitted the crank sensor. I took it for a drive and now the rev limit was worse (4K) and the dash went crazy. Finally I did something that made a difference, even though it was worse. At least I could see light at the end of a very dark tunnel.

I then removed the front timing cover, not a joy filled job with the engine still in the car. I pulled off the crank trigger and dummy placed it concentric with the crank oil seal and held it in place with a nut, bolt and some large washers. This was to measure the air gap to the crank sensor that bolts through the timing cover. It was about 2-3 mm. This is very wide, which explains why when I shimmed it 0.9 mm further out it made it all worse. I also noted that if I pushed the sensor in a bit, then seated it with the bolt, as I had done in the rebuild as access is difficult, it just bent and did not seat properly.

Well now with renewed hope I modified one of my crank sensors by bending the mounting tab flat with the help of my hot air gun and proceeded to whittle the tab about 1.5mm with my Dremmel. All this to close the air gap. I then assembled it on the bench after greasing the O ring to fully seat the sensor. Now the air gap was 0.5 mm. So I reassembled the front of the engine and took it for a test drive. FINALLY, after several frustrating months, my Elise drove like it should, pulling away like a train and revving past 8k with no hesitation. Who would have thought that 2mm could make such a difference.

Well, if you have read this whole article then you deserve a medal. I just hope that it all works as I am entered in the CAMS challenge with Steve, Eddie and five others at the end of Augest. Wish me luck.

PS. I forgot to mention that I recently fixed my Evora's door switch for $12, as an alternative for replacing the door lock for over $300. So if anyone has any Lotus hassles feel free to give me a call as it has probably already happened to me.

Targa West Tarmac Rally

By Vicky Rowe

Like many I've sat on the side-lines, either volunteering or spectating, wondering what it would be like to have a go in a tarmac rally. With a new Lotus dealership here in Perth looking for exposure and strong interest from the rally organisers for a Lotus presence I felt that 2017 was the year to 'dip the toe'.



Based on discussions with Ross Tapper from Targa West the plan was to have an inaugural Lotus Tour group driving ahead of the competitors on all stages. Despite plenty of early interest we didn't get enough participants to have our own Tour group, however Lotus was still well represented with:

Autostrada's Cup 220 competing in the Targa 2Day Rallye competition, driven by young gun Nick Mitic, with Geoff Duckworth navigating

The former Targa winning S1 Elise of Steve Metlitzky also competed in the Targa 2Day Rallye competition, with Steve driving and experienced navigator Mandy Lister earning her ride



I led the small Targa Tour field in my Exige S with Eddie as rookie navigator

Also on the Tour was the saffron yellow S2 Elise of Gavin Schutte with his friend Michael navigating

A Targa Tour is a great way to get a taste of a rally. You get to travel on closed roads, driving all the same stages as the competitors, but without the pressure of the clock and the additional vehicle requirements. Every car carried RallySafe, which means that they could track exactly where we were at any time (using global satellite navigation system) and what speed we were doing, including if we exceeded our 130km speed limit. If you break down or crash the system knows and you can indicate that you're okay, that there's a course obstruction, or alert emergency services.

In Tour we weren't allowed to use 'pace' notes, but it didn't take long to work out that the instructions in the supplied road books were against distance points (from the stage start) indicated by RallySafe. Whilst the books were pretty basic it was pretty helpful to be able to anticipate the blind crest followed by a sharp left hand bend requiring "Extreme Caution!!!" because of standing water across the road and other such hazards.



The intent of the Tour is to travel in a group, with a lead car setting the pace. We ended up with a Maximum Motorsport (Suburu) Tour group ahead of us, led by rallying icon Dean Herridge. I'm guessing the pace was fast at the front of the group, but towards the back it was a bit slow. Leading our Tour group I kept catching the Suburu's and had to insist on a gap of over a minute to avoid catching them on Saturday's country road stages around Toodyay, Chittering and Bullsbrook.

It rained on and off all day, making conditions tricky. The Exige though, with new AD080R's, felt great and ate up the roads with aplomb. Whether it was a free flowing stage or a tight and twisty stage with curbs and roundabouts there's no doubt in my mind that Lotus are ideal for rallying.

Sunday was similar conditions, but the industrial estate for the morning stages was surprisingly grippy. After missing a few calls the day before Ed was concerned about how he could keep up with the calls on this challenge (there were more than 40 turns on this 9.7km stage). It doesn't help that Ed often gets his lefts and rights mixed up; a by-product of teaching aerobics for many years. Looking back over the in-car footage you can see my hands waving about and the car weaving left to right as I try to clarify the next turn with Eddie.



In the afternoon we travelled to the city of Perth for the final stages, set up around the city shoreline of the Swan River. The very tight course traversed the car park a couple of times through narrow entry and exit gates. Then



out and around to Riverside drive and a long straight run to the finish. This was definitely a challenge for me as some turns were so tight they wreaked havoc with my frozen shoulder. The biggest challenge though was controlling speed down that lovely long straight. With the crowd cheering us on and a lot of adrenalin it was really deflating to have to back off at 130km.

Despite the weather, the occasional miscommunication and the battles with officials for space the Targa Tour rally was a blast. We even managed some great times. How do I know? Well, that clever RallySafe system gave us times too. But we weren't there to compete. We were there to enjoy the driving and learn about the world of rallying….and I like it A LOT!

S.A. LOTUS TALK

An occasional contribution from our SA correspondent. Andrew Stevens



After a sunny start, August's Monthly Run served up some stormy weather in the Adelaide Hills. With the last of the winter storms headed across from the gulf, and weather warnings being issued by the BoM, the chance to exploit the early morning sunshine with the roof off was only taken up by a couple of folks who had discovered that the weather radar was predicting an hour of sunshine ahead of the storms.

As the intrepid (some would say foolhardy) punters and their cars started forming up in the Sikh Centre car park, it was clear that this was going to be a run of quality, not quantity. An Evora, V6 Exige, four S2/S3 Elises, and an Elan made up the Lotus numbers. We were joined by a few of the regulars in their respective variant of Teutonic Taxi, tow vehicle, or workshop car. Having 4 doors and a steel roof over your head was eminently sensible given the forecast, but after all, if we were sensible we wouldn't be Lotus owners in the first place.

As the weather closed in a decision was taken to make a run for it, and head for a new destination in the hills town of Macclesfield, home of the Gravity Festival. The size of our usual large groups normally limits our destination choices, so this "boutique" group was an opportunity to try somewhere different. The rain started as we headed off, with Chris leading the snake of cars headed up the freeway towards the Stirling turnoff. After a short stop at Mylor, the snake continued along the flowing roads of the Angus Valley towards Macclesfield. The Ardent Red trio of Charles, Chris and Andrew proved that red cars do go faster, and scouted ahead for puddles and speed cameras, with the rest taking a more leisurely approach.



Hero of the drive was undoubtedly Charles who had arrived with his newly supercharged 111R shod on semi slicks. As the rain got heavier and the depth of the standing water and occasional streams increased, the



ability to put down the all that power became more and more challenging. Still, he managed all the way without visibly getting out of shape.

Once at Macclesfield, we went through our usual ritual of reorganising tables, and with coffee and breakfasts on order, the discussion soon settled on the latest news. David Hopper, fresh from his trip to the Goodwood festival and a trackday in an Exige at Donington, had brought along the Goodwood program to share. Charles detailed the tribulations of supercharging the 111R, and eliminating all the rattles and squeaks afterwards. The imminent arrival of a 240 Cup Exige, the impact of building contractors covering your car with concrete dust (and then wanting to blow it off with a leaf blower), the non-attendance of Willa Wauchope's Elite at the 60th anniversary due to work pressures, and the changing hands of one of the local Elans, all made the rounds.



Our next run is on Sunday September 3rd, and the next Mallala drivers day is Thursday 28 September. As always, we meet at the Sikh Centre at the bottom of the SE Freeway by 9:00am for the Sunday run. Everyone with an interest in Lotus is welcome.

Andrew Stevens

Letters



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

Dear Editor

What a magnificent display of Lotuses at Shannons Display Day at Eastern Creek on Sunday 13 August. I wandered up there in the morning with my grandson Cooper (Mini Cooper, Super Cooper etc) and the first car to be noticed was of course Syd Reinhardt's Bentley. What a fabulous car.

Then on to the row of early Elites. Roger Morgan was squeezed inside his with an engineer squirting 'Start yer Bastard' on to the ram jets. After much popping and spluttering, it fired up so I spoke to Tess for a while. Now Roger The Todger used to be Secretary of the Club when I first joined and he ran the meetings. The President was just a figure head in bed I gather but Roger had the audience in the palm of his hand which made a change from something else. The meetings were huuuge and often there was standing room only as Roger regaled the folk with tales of Lotus. Roger helped me get my first Lotus on the road, a Series 2 Esprit 'World Champion' No 16 which I had imported from UK.

The worst job in those days was posting the bloody magazine and even, after instruction from Rodger and Tess, Micki and I hated it when I took over as we had magazines all over the floor. Each mag had to be put in an envelope then allocated its postcode and postage. Then the lot had to be taken to St Leonards for bulk postage.

Towards the end of the Elite line was none other than Tony Ladd and son Johnny Boy, the latter having recently bought Dr John Barker-Whittle's 504 Elite. (JBW used to be the Treasurer in those days when he had time between sticking his fingers in all sorts of patients places) Now Tony insists on showing off his legs which is quite frightening for women but he has the most infectious laugh as I have witnessed many a time as he sits in the back row of Pittwater Motor Enthusiast meetings (of which I am President) and sniggers at my attempts at humour.

Then I espied Melinda Sexton. She used to be the Editor of the magazine and then her bro Richard Dudley (still trying to sell me his hard top Elan) who used to print the magazine. Then to Anne Blackwood who was in child-minding mode. I know all about that! And John Ratter was there with his beautiful Elise.

During conversations the name John Deak came up. Apparently he is still terrorizing people in Alexandria. If ever there was a straight shooter, it was him. At one meeting at Hunters Hill he embarrassed us all in front of a guest speaker asking where all the Lotuses were – hidden away in garages not going.

Finally I met the ubiquitous Peter Eppel, of Ducati fame, in Pit lane – looking much younger these days.

The people who should've been there and I miss the most were Maurice Blackwood, David Haydon, Peter Folprecht and a couple of others whose names escape me.

People say I am a very slow learner as I have had 7 Lotuses. Most people only ever have one! Where are they all? None of them were on display. I wish I knew where No 16 was.

See you in jail

Alastair Browne

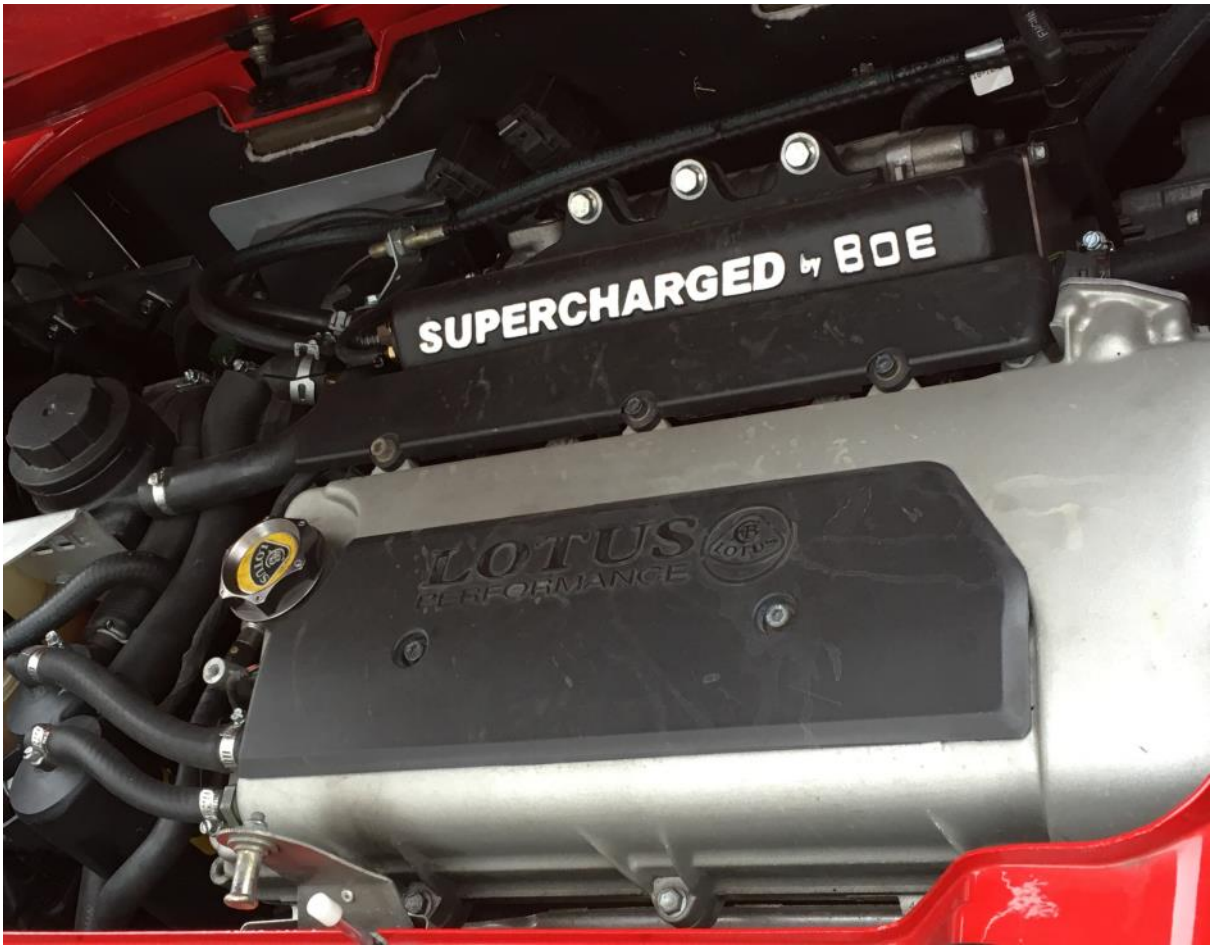
The ups and downs of having a supercharger

Canberra correspondent David Leaney

After recently upgrading my Evora to an Evora S, I've noticed there are lots of ups and downs associated with having a supercharger.

What goes up? The power and torque goes up – a lot. It's a 25% increase in power from 206kW to 257kW, and a big boost in mid-range torque. The torque is the real difference, as the 400Nm pulling power out of a corner feels like it has doubled.

What goes down? Firstly, your bank balance. To fit a supercharger to a launch edition 2010 Evora also requires a new ABS, new ECU, and lots of other bits. I took the approach that I might as well upgrade everything to make it a real S model, so the ECU is even reprogrammed so that it knows it's an S now. I even bought the S badge .



What else goes down? Fuel economy goes down, but lap times go down quite significantly, which I tested at Wakefield Park on the 14th of August at the Lotus Only Track Day. My personal best lap time went from 1:12.8 to 1:10.3, which is 2.5 seconds faster. The acceleration out of corners is simply sensational, and the responsiveness is amazing, so I'm pretty confident that the only impediment to future improvement will be lack of driver skill.

What else goes up? The potential for bad behaviour . I might have hypothetically turned off the traction control once so I could see what happens if I breathe on the accelerator a little harder when pulling away from the lights. Other things that go up include the resale value (not that I'm claiming for a second that it's a good investment), and the amount of eye-rolling that a very patient wife has when I go on about "our" supercharger. And the most important one of all – the amount of fun and enjoyment goes through the roof!!!

David Leaney

Diamond Jubilee messages form some famous Elite owners and drivers

From John Wagstaff who is now sadly in poor health but dictated the following to his son

Hi Brian
My Father writes:
"What an honour to be asked to pen a few words on the occasion of the 60th Anniversary of the Lotus Elite!
Whilst there are many stories that I could relate, my Le Mans days driving an Elite are long behind me and my memory sadly fails me.
However, I do remember one occasion that illustrates the simplicity of the Elite and the Climax engine in particular. During the night of the 1963 Le Mans, my Elite Mk 14 suffered an engine fault. As we were not allowed to directly replace like for like parts, it threatened to end our race.
However, no-one had reckoned on the ingenuity of our wonderful mechanic Ron Bennett who left the pits and came back, much to our surprise, with a full can of oranges.



John's manor house Langley Priory has its own post code - and the deed to the house above the door in the billiard room signed by Henry VIII !!
John did more racing miles in an Elite than anybody and has his original Le Mans car.

Pat Ferguson and I ate the contents in short order and Ron then managed to fashion the still dripping fruit can into a satisfactory replacement engine part.
Pat and I went on to drive the, now even more fruity, Elite throughout the night and the following day at an average speed of 101mph to claim 10th place.
I hope that all have a fabulous time celebrating 60 years of the legendary Elite.
Yours sincerely
John Wagstaff, Team Elite
Leicestershire, England. 2017

From Jazz great Chris Barber



L to R, Bran Caldersmith, Warren King, the late John Whitmore and Jazz legend Chris Barber

Hi Brian.....many thanks for your communications regarding the Elite anniversary.....I wish I could be there but I hope you all have a great time with your (and my) memories anyway.....

I was sorry to see the remains (more or less!) of my Elite being sold recently with some publicity.....I have so many memories of the old times.....largely ended with John Whitmore having died.....from Graham Hill driving me around Brands 3 or 4 laps showing me the beginner's mistakes to avoid and letting me drive it with him watching,,,,,,,a rarity, don't you think!.....up to the last time I raced it (Brands short circuit early 1962) where Les Leston and I equalled the Elite short circuit time of 60.04 seconds.....needless to say within a few months John Whitmore on his only short circuit entry with CB23 was as always 5% better (57 secs).....

Ah well... The world goes on turning.....last month I finally buried my last serious car (2000 Brabus Mercedes E530T estate with 300,000 miles, fine engine & gearbox but unfortunately massive rust underneath!!) But I will always miss the Elite!.....

All the best, Chris (and Kate, too!) Barber

From Warren King

As one who was present just after the birth, so to speak, of the Elite at Lotus Cars 60 years ago and who was present and closely involved through the following years, I have a special nostalgic feeling for the Elite. Every aspect of creating a production car was a new experience for those then managing the company. I saw it come through the early difficult initial period when the pre-production cars were made carefully one by one at Edmonton while the facilities and staff were put in place at Cheshunt, until full production commenced on 29 June 1958. As a new venture, there were considerable difficulties in bringing it all to a regular operating routine. So there was quiet satisfaction in delivering to customers the cars which had been received by the motoring world so enthusiastically.

At the time there were comprehensive build records maintained by Production Control for each car, and comprehensive sales records held in Sales. Unfortunately none of these records have survived. So I am very pleased that the simple CBU Register I established at the outset continues to provide basic information on the origin of each car for the benefit of owners and historians. It represents my contribution to Elite heritage. The Register is now in the safe hands of the Lotus Cars archivist.

The features embodied in the Lotus Elite which captivated the motoring world on its introduction 60 years ago made it a car that every enthusiast wanted to drive. Remarkably, the beautiful styling, the monocoque GRP construction, the advanced engine from a racing engine manufacturer, and a lightness that provided outstanding performance are still appreciated by enthusiasts today. We know that for some owners the Elite turned out to be an effective racing car, but whether racing or touring, owners can rightly feel privileged to own one of the best cars of all time.

I am very happy to add my tribute to the Lotus Elite at the 60th Anniversary Dinner.

Warren King
12 July 2017

From Ernie Unger

Good evening . Thank you very much for inviting me to contribute to your celebration which I see as an appreciation of the hard work put in by those who helped make the Elite the success it eventually became . It seems not everyone is interested in those people nor their input , which is a pity as very few are still with us . Let me say I think you're celebrating a year too early . Why ? Because the car that made it's dramatic appearance at the 1957 Earls Court Motor Show was seriously far from ready to burst upon the waiting world ! Indeed , when Ian Walker and I first laid hands on EL5 (CBU 1001) early in 1958 it looked fantastic , but there were still many major issues that needed sorting .

Julian Balme gave a very comprehensive and pretty accurate account of our assault on the 1958 Autosport Championship in his book *'Ian Walker – The Man & His Cars '*. It's worth reading – buy the book . The one single comment that sums it all up is his liking it to the progress of a swan , that is , everything on the surface being graceful, elegant and relaxed whilst frantic activity was happening out of sight below the surface. That's exactly how I remember it .

OK , we won a lot of races . The press was fascinated by this brand new futuristic wonder car and it's remarkable performance , giving glowing reports and extensive coverage. That's precisely what ACBC wanted and why all the early production cars went to racing drivers. They were of course unaware of all the hours and midnight oil required to keep the thing together.

I'm sure most of the major problems we experienced are already pretty well known .First and foremost was trying to keep the diff. assembly anchored to the CBU . The torque reversals from the inboard brakes would tear the diff mounting bobbins out of the bulkhead . To make matters worse , that car had a full length undertray making it extremely difficult to get at anything to take it all apart and rebuild it, let alone dream up ways of holding it all together for the race the following morning . You'll be amazed what can be achieved with Woolworth's eight inch wall brackets !

It was interesting that we were never back in Ian's garage in Frien Barned for more than twenty minutes before the phone rang . It was Colin wanting to know what had gone wrong this time ! Not , I hasten to add , if anything had gone wrong , but an assumption that something must have gone wrong , so what was it ! Colin was usually right !

Another continual problem was the high under bonnet temperatures . Exhausting the top and hottest part of the radiator into the engine compartment didn't help . Whilst we'd experienced hot fuel handling at the

shorter slower circuits such as Mallory Park , resulting in some mis firing , it wasn't till later at Crystal Palace we actually had the engine cut out . Diagnosis wasn't difficult – the carbs were so hot you couldn't touch them ! This time we hadn't the luxury of time to fix it properly . The race was later on the same day . I therefore had to do what Willie Griffiths would have called a fudge . With limited access and what I had available (remember this was 1958 – no power tools or anything fancy), I fudged a rather scruffy hole in the front opening panel beside the radiator to get at least a little cool air to the carbs. Mike Costin was less than complimentary calling my efforts **Mouse Scratchings,** but they did enough to let us win the race , and do a proper job later .

Now the interesting thing about that little story is that , many years later , evidence of the repairs done to my **Mouse Scratchings** enabled me to authenticate a tatty Elite CBU found in Australia to be **CBU 1001 , registered EL5 , the Ian Walker car .**

We were of course very disappointed not to win the Autosport Championship again , having won it the previous year with the Yellow Peril . We were leading by a country mile , but during the 3 hour final at Snetterton a rear suspension radius arm decided to part company from it's mounting to the CBU . Had we simply pushed the car across the line we would have won it , but Colin , who'd turned out for the first time with the whole of the First Eleven , would have none of it – spiriting the car away before the press had a chance to see the cause of our retirement. Pity ! Anyone who reads Julian Balme's account of this 3 Hour Final in his Ian Walker book will learn that was not the first disagreement I had with Colin that day . There was one plus however – it's the first – and only – time I got myself on the front cover of Autosport . But I'd much rather have won the championship again !

Anyway , I'm delighted that so many have enjoyed the fruits of so many gifted people's labour with their Type 14 Elites . Although it nearly broke the company , we all agree it was worth it , even if only for the company to learn that reliable road cars need to be radically different from race cars .

So enjoy your evening of celebration , and hopefully your Type 14 Elites for another 60 years. Or how about next year celebrating 60 years since at least a moral victory in the 1958 Autosport Championship ?

With very best wishes ,

Ernie Unger.

From Clive Chapman (Classic Team Lotus)

Hello from Classic Team Lotus at Hethel to all those at the Lotus Elite Diamond Jubilee celebration in Sydney.

The Lotus Elite represents an extraordinary achievement by a small group of dedicated, hard-working and underfunded enthusiasts; a bit like your celebration, no doubt.

She really is the most beautiful of cars and under the skin lies brilliant engineering. Although she nearly bankrupted the company, she represents a high point in the Lotus reputation for innovation, light weight, brilliant handling and giant killing performance.

Classic Team Lotus attends around 25 historic events a year, all around the World. Although we are not running any Elites, currently, we are always delighted to see them winning races, more often than not. Evidently their drivers thoroughly enjoy racing them.

We are helping Nick May to restore his unique 2 litre car – with which Warren was well acquainted, in period – and we are looking forward to a few feathers being ruffled by this potential rocket ship.

No doubt the value of the Elite will continue to grow, and this is a positive sign of the increasing appreciation for her special attributes and rarity. The survival of so many cars is thanks to true enthusiasts. I hope that the true enthusiast is not priced out of continuing to care for their pride and joys.

A big thank you to all Lotus Elite owners and best wishes to everyone at the Diamond Jubilee.

With best regards.

Yours sincerely

Clive

MICHAEL (Mike) J KIMBERLEY
C.Eng., F.I. Mech. E., F.R.S.A., F.I.E.D., F.I.M.I
[redacted]

29.06.2017.

Dear Brian,

I had the honour of attending Hazel Chapmans 90th tea party on Sunday 21st May at which Malcolm Ricketts gave a very nice speech on how he had first seen, but not met Hazel, as a very attractive young lady helping Colin during his start-up years. Malcolm had made it to East Carleton Manor despite a "slight" clutch problem and his beautiful Elite was on display in the courtyard for all to see.

As you all know, Colin and Hazel started Lotus with her £25 and grew the Company from its small engineering & race car business into a globally famous brand based on Colin's creativity, innovation and constant search for higher performance through efficiency, simplicity, low mass and elegance.

We all know that the "Elite" we are celebrating this year, his first real car, epitomised Colin's founding principles and established Lotus's future road car DNA with its poise, styling and monocoque construction, which caused a sensation 60 years ago- a "racing car for the road".

Respect for the car has never ceased since then and it is right that that it should still be celebrated, as tonight, as it was the first road (and track) car creation of a technologically creative genius who went on to change the world of motor racing and road car design.

Many of Colin's ideas and concepts which are evident in the first Elite were later developed to a level which set new standards of road holding, performance, aerodynamics and composite structures-many still in use today worldwide-as in F1 car configurations and structures and the current Lotus Evora 400 road car.

I would like to express my very best wishes and thanks to everyone who continues to value the exceptional qualities of the Lotus Elite and wish you a wonderful evening and many years of great enjoyment.

Very best Wishes,

Mike

EX-CEO LOTUS.

Photos from a memorable weekend, the Lotus Diamond Jubilee celebrations on the 12th, 13th and 14th August 2017 (Photos thanks to Seth Reinhardt , Evan Jones and Paul d'Ambra)



Thank you to all the people that attended our 60th celebration. Many people travelled big distances to be part of the occasion and that contributed enormously to the event. Special thanks to those from Queensland and Victoria – and to our New Zealander! And particular thanks to Don Christopher, who brought his family out from USA especially to be there. Don't all these Lotus people get on well?

The commemorative dinner on Saturday night was well attended and enjoyed – judging by the noise level. What about the exquisite lapel pins that everybody received? The same size as the original pins that the initial buyers received with their Lotus (until Chapman found out how much they cost). Thank you Roger Morgan for that contribution.

And speaking of contributions, each Elite owner received a superb stainless steel dashboard panel engraved with their chassis number and 60th anniversary recognition – all supplied by Terry Daly.

They provided a wonderful highlight to an evening interspersed with messages from the likes of John Frayling, Mike Kimberley, Ian Scott-Watson, Chis Barber, Clive Chapman, John Wagstaff, Warren King and others.



We had special treatment on Sunday. First, we made the programme cover, with an Elite and Seven highlighted. And then, unlike the 150 other clubs in attendance, we had our own half hour on the track which allowed a photo opportunity on the start line. Spread 5 wide, all the Lotus' in attendance followed the Elites to create a great club memory. In fact we ran out of passes to the event and could have had a lot more cars there given enough notice.

The commemorative shirts were well in evidence and our raffle for prostate cancer research raised nearly $1000. Thank you for that support. It was appropriately won by an Elite – Julie Schmidt holding the ticket. The annual Concours d'Elegance was well supported and the full list of all the winners will be published.

Speaking of publishing, please send me any photos you like from the weekend so that we can build up a good record of the event. The slide show from the dinner will also be part of the collection.

Thanks again everybody,

Brian.






KEEP CLEAR


55913-H











EGGS BENEDICT

2017 Eggs Benedict with Barista & Buckets
will be held on
Sunday, September 10, 2017
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 1, 2017 please

Anne Blackwood
Email: anne_blackwood@hotmail.com

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

HELP PRESERVE HISTORIC MOTOR VEHICLES

The Australian Government intends to phase out lead in racing fuels from 1 July 2017. With the use of leaded fuel (Avgas) being prohibited from 1 July 2019.

HELP PRESERVE HISTORIC MOTOR VEHICLES

vhrr news

The Australian Government intends to phase out lead in racing fuels from 1 July 2017. With the use of leaded fuel (Avgas) being prohibited from 1 July 2019.

This will impact Classic and Historic motor enthusiasts.

Not only will this affect Historic Racing and Sports Cars, as seen at Sandown. Winton and Philip Island Historic race meetings. Comparable events are conducted in each Australian State and Territory.

The link below will take you to our ePetition

http://www.aph.gov.au/Parliamentary_Business/Petitions/House_of_Representatives_Petitions/Petitions_General/Sign_an_e-petition

In the "search" box enter **EN0314**

Every classic and historic motor enthusiast is encouraged to sign the ePetition to extend the approval that was granted to a number of 'regulated persons' in 2002, to use a leaded petrol for a particular event, or in preparation for such an event and other authorized uses.

Many factory-released high compression models require octane ratings higher than current unleaded fuels and the protection of tetraethyl lead (TEL) for internal engine components. These vehicles are, in the main, considered as "specialist interest groups" and "hobby vehicles" and they fall into the limited use category, and account for a very small portion of total nationwide petrol usage. A very small segment of the national motor fleet, albeit a very important part as witnessed by the ever increasing public attendance at Classic and Historic Motor Sport meetings and Parades, and other road-based events.

Many of the vehicles found in this category traditionally participate in events such as the 'Bay-to-Birdwood', 'Classic Adelaide' or similar. Comparable events are conducted in each Australian State and Territory.

Although a very small segment of the national motor fleet is in the affected category, its importance cannot be doubted.

If leaded fuel is not to be available, these cars will disappear from our roads and competition events. Apart from depriving members of the public the pleasure of seeing these vehicles in use, younger Australians and tourists will have no idea of this country's rich and pioneering motoring heritage going back to the very beginnings of the industry around the turn of the twentieth century. The resultant loss of an industry heavily involved in the restoration and maintenance of old vehicles will decline. Skills still available in this country in parts manufacture, machining, wood and metal working, trimming and spray painting will be lost. How can all this be allowed to happen? The numbers of people involved in these crafts and the numbers of those who own vehicles requiring their expertise throughout Australia are large. The problems which will result from phasing-out leaded fuel will extend well beyond the motor and water sports competition sector.

There is a continuing and demonstrated need for leaded fuel to be supplied to users of some, but not all, veteran, vintage, post vintage and classic vehicles and certain types of racing vehicles.

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

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

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

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

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

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

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

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

WHAT DO YOU NEED?



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

Absorbent material for oils spills (e.g. kitty litter)
A CAMS Level 2 non speed licence for both driver and navigator. Cost is $85 each. Licences are valid for 1 year so can be used at many motorsport related events and track days.
Helmets, special race suits, harness, cages and other equipment usually associated with competition cars are not required. If your car is road worthy and registered, then it is eligible.
WHAT IS INCLUDED?
Event entry fees and levies for 1 car and two people to complete all stages of the event
5 nights twin share accommodation
Vehicle support from Lotus Cars Australia technicians
Lunch each day full day of competition for driver and co-driver
A dedicated Lotus Tour leader and event guide
5 nights dinner package. Selected beverages included in 3 nights. Self purchase on the other 3 nights
Road books for all stages of the event
Competition lanyards and official invitation to compete
Entry to the official welcome party for both driver and co-driver
A set of Targa High Country vinyl door panels and number plates
Finishers medallion for driver and co-driver (on completion of the event)
WHAT ISN'T INCLUDED?
Fuel
Cost of getting to and from Mount Buller
Vehicle transport. Many Owners do drive their vehicle there and back, although vehicle transport can also be arranged

Some pictures from the Lotus Only Track Day on the 14th August

Thanks to Paul d'Ambra for these shots









CLA at the 2017 Phillip Island 6Hr Regularity

A group of Club Lotus Australia members made the road trip to Phillip Island late in July, to take part in the 2017 Victorian 6-Hour Regularity Relay. Scroll on, and enjoy some photos thanks to Gino Valdes and Syd Reinhardt.



The event was held over the weekend of the 29th & 30th of July, with entrants gathering on the Friday evening to get parked & settled. It saw teams competing in an endurance regularity competition held on the iconic Phillip Island Grand Prix Circuit.



The relay has been a highlight of the motorsport calendar in recent years, and we were once again happy to see drivers supporting it well and enjoying a great weekend.

Enjoy these photos from the weekend, thanks to Gino Valdes and Syd Reinhardt.

Thanks to Gino Valdes



AN OPPORTUNITY TO DRIVE YOUR LOTUS AT MOUNT PANORAMA

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

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

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

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

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

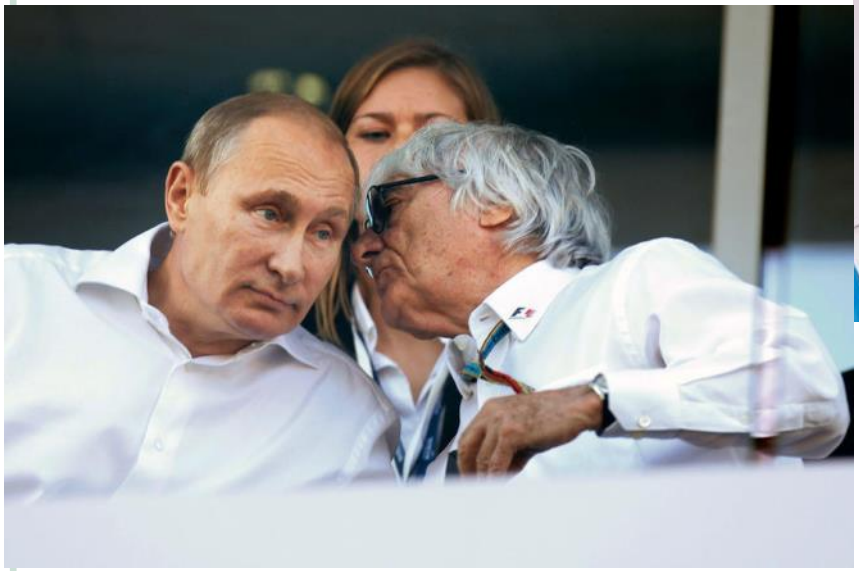


Mark O'Connor in the 2015 Bathurst 12-Hour, thanks to Martin Duursma

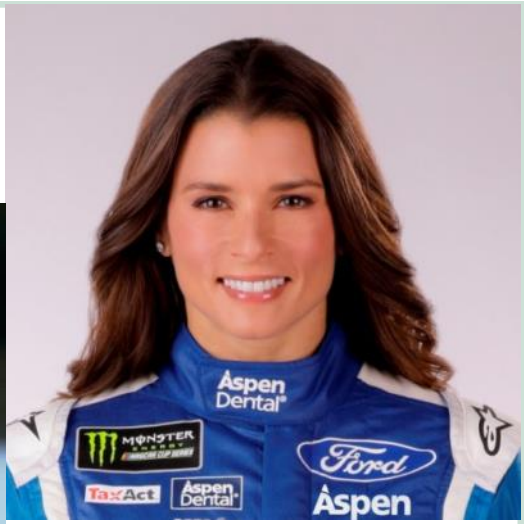
Answer to last months "Now who Said That?"



Peter Eppel got this one early with several other correct answers following over the next few days.
Yes it was Bernie Ecclestone commenting on Danica Patrick's 4th place finish in the Indianapolis 500. Asked about Patrick's success, Ecclestone acknowledged her strong finish, but then made an assessment about women racing with men that caused a stir, saying, "You know I've got one of those wonderful ideas ... women should be dressed in white like all the other domestic appliances." Such a gent!



Bernie with his mate Vlad. (the impailer)



Danica Patrick

Now, Who said that

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



This months' quote, ,

"It was a bee's dick off pole, but at least I'm on the front row. I'll sleep fine tonight. "

Winner announced next month

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

Expressions of interest called for CLA Christmas Party at Carigieburn in Bowral



Having enjoyed two Christmas parties at Bombini in Kincumber, it's time to change up the venue and go for a run in the opposite direction. Preliminary arrangements have been made to hold the Christmas party at Peppers Craigieburn, but we need to confirm numbers to proceed.

The Christmas party will be held on Sunday the 3rd of December and the current venue of choice is Peppers Craigieburn (Centennial Rd, Bowral NSW 2576, www.peppers.com.au/craigieburn).

The cost will be $55 per head for a casual buffet lunch, not including beverages. Children are, of course, most welcome. We are sad to say that this year we will be unable to subsidise the cost of the meal.

To get us there in good company, we will organise a run south and enjoy our cars, great roads and New South Wales' beautiful countryside along the way. Arrangements will be made to park and display our cars at the venue. Details will be confirmed closer to the date.

In order to go ahead, we need to confirm numbers by the end of October. Please get in touch with Anne Blackwood by Friday the 27th of October and confirm who is coming (you, your partner and any children that you would like to bring along.)

anne_blackwood@hotmail.com

The expression of interest date is final and if we do not have sufficient numbers by the 27th of October, 2017, we will progress alternate arrangements.

We have traditionally enjoyed an excellent response to our Christmas events, so we're looking forward to celebrating another year with the Club Lotus family at this lovely venue!

CLA at the Kings School 27th August

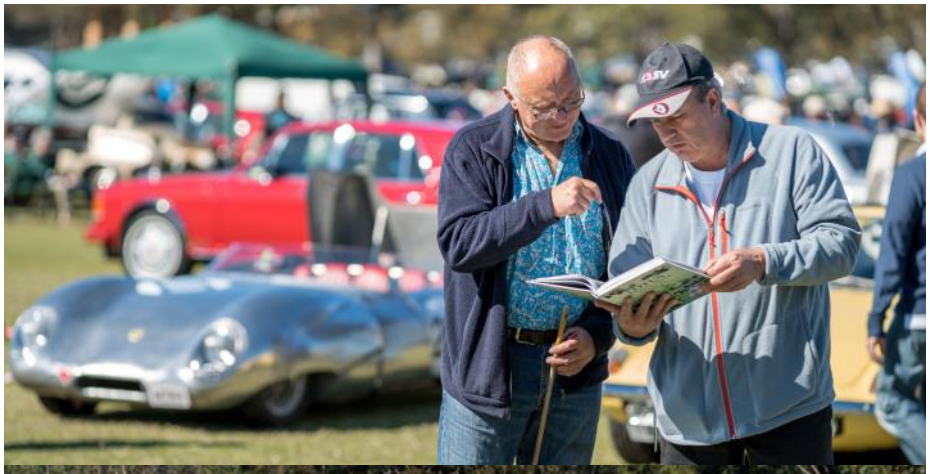
Thanks to Seth Reinhardt for the photos and report



Sunday the 27th of August saw us gathered at the magnificent grounds of The King's School, Parramatta, for the annual celebration of all things British Automobilia – The All British Day.

For the second year running we were greeted by absolutely stunning spring weather. This made for a lovely backdrop to the day's activities, which included displays of every marque and model of British automobile imaginable, as well as the fete, market and entertainment of the broader Kings Fest event.

We were very pleased to be joined by an awesome Club Lotus Australia contingent, so thanks to all involved for putting together a great display and sharing the Lotus passion with the Kings and All British communities.







CLA NSW 2017 Diary

Month	Day Date	Event	Time	Location
September				
	Sunday, 10 September 2017	Beyond Blue Eggs Benedict	9.00am	310 Moreton park Rd Douglas Park
	Wednesday, 20 September 2017	CLA Annual General Meeting	6.00pm	Shannons Frederick St Artatmon
	Sunday, 24 September 2017	SCCA CSCA Round 6	8.00am	SMP South
October	Sunday, 1 October 2017	FoSC	8.00am	SMP Amaroo
	Sunday, 15 October 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Sunday, 15 October 2017	TSOA CSCA Round 7	8.00am	Wakefield Park
	Wednesday, 18 October 2017	CLA Monthly Meeting	6.00pm	TBA
November				
	Sunday, 19 November 2017	Tyre Kick & Coffee	9.00am	Gough Whitlam Park Tempe
	Wednesday, 22 November 2017	CLA Monthly Meeting	6.00pm	TBA
December				
	Sunday, 3 December 2017	CLA Christmas Party	11.00am	TBA

A Brabham BT2 prototype has been stolen from the Kapiti Coast, Paraparaumu Beach, north of Wellington in New Zealand and the owners are seeking urgent help from the Historic community for any information on its whereabouts. The car was stolen over the weekend of the 22nd & 23rd of July in the owner's converted caravan.

Any information, sightings or help would be hugely appreciated. Please get in touch with Seth Reinhardt via seth@hsrca.com. Please also pass this request on to friends and family in the historic racing community to help return this car home.





CLA WA 2017 Diary

Month	Day Date	Event	Time	Location
September	Monday, 11 September 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 17 September 2017	EMR	8.00am	Guildford
October	Monday, 9 October 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 15 October 2017	EMR	8.00am	Guildford
	Sunday, 29 October 2017	British Auto Classic	8.00am	El-Caballo
November	Sunday, 5 November 2017	Jacks Hill Climb	8.00am	SES
	Monday, 13 November 2017	Meet n Eat	6.00pm	BOAB
	Sunday, 19 November 2017	EMR	8.00am	Guildford
	Monday, 27 November 2017	Go Karting		Cockburn (tbc)
December	Saturday, 2 December 2017	***Round 7 Sprint Championship***	8.00am	Barbagallo (SES)
	Sunday, 3 December 2017	EMR	8.00am	Guildford
	Monday, 11 December 2017	Meet n Eat	6.00pm	BOAB

OK, it's time for a feel-good story

Mark Webber last week posted on Instagram

Very touching here in Oslo today, managed a few hot laps with Jesper. He has an extremely rare genetic disorder known as Progeria. Only 120 kids have in the world. He ages 8 times faster than normal, he's 19 and today we smashed it!!' Meant so much for me to pop a smile on his dial"



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.....)

For Sale

Lotus Europa for sale

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





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

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

Thanks so much for your assistance

Regards, Matt





For Sale



Reluctant Sale of a 1965 Series 2 Lotus Super Seven. I do not have the time or money to race the car as it deserves & it needs to be used as a fun car as often as possible. Brilliant, easy to drive sports car.

Fascinating race history amongst the RAF community in Singapore from 1965 & all previous owner history traced & verified. No expense spared restoration to its 1968 Johore Grand Prix winning specification. HSRCA Certificate of Description. Freshly rebuilt pre cross flow motor with a spare & unused rebuilt rare Cosworth big valve head. Both heads flow tested & beautifully worked internals. Austin Farina rear end for racing & escort rear end when road registered. Huge list of spare parts including clamshells, nose cone, bonnet, wheels etc. for road use & price includes an electric braked dual axle enclosed registered trailer. $40,000 AUD. Can be inspected in the Blue Mountains. Please ring Chris for more information 0412 414 775 or chris.reid777@gmail.com



First built, first owner first registered!

CAR BOOKS FOR SALE

The LOTUS ELAN & EUROPA A Collector's Guide by John Bolster

Autobooks Special Workshop Manual LOTUS ELAN & Plus 2 (1962/74)

LOTUS ELAN The Complete Story by Mike Taylor

LOTUS ELAN Super Profile by Graham Arnold

Autosport File LOTUS 1976-1987

LOTUS TWIN-CAM ENGINE A comprehensive guide to the design, development, restoration and maintenance of the Lotus-Ford twin-cam engine

BY MILES WILKINS (Hard Cover copy in as new condition)

WEBER CARBURETTORS Owners Workshop Manual to 1979 By Haynes & Legg

THE DEVIL BEHIND THEM By John Bentley – Nine Dedicated Drivers Who Made Racing History – Shaw, Varzi, Moss, Nuvolari, Ascari, Seaman, Sommer, Caracciola & Fangio.

Please contact Geoff HALL geoffxhall@optusnet.com.au or phone (02) 94494720 to make an offer.