December 2017

Chunky's Chatter



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



Inside this issue

- Club Captain Mike Basquil retires
- News from WA and SA including the Collingrove hill (at last!)
- Photos courtesy of Seth Reinhardt of the NSW Christmas party
- 2 reports on the Targa High Country



Club Lotus Australia
December 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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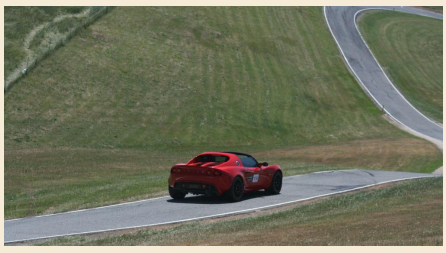
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Cover Photo: .Graham Smith at the SA Collingrove hill climb nearing the section of the circuit known as 'the wall'

Andrew Stevens Photo

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



Caroline and I wish you and yours a wonderfully Happy Christmas , and a very Happy New Year.

It has been quite a year, and has rather felt like a headlong rush, with the wonderful culmination being the Christmas Party today at Craigieburn. We had a fantastic turnout with 90+ members and their families coming along; the sun shone all day (and I forgot the suncream, so I am a little red now!), lots of us met at Loftus Oval for the run south, and Ed and Kath Burton very kindly opened their lovely house up for morning tea, which was splendid. Thank you so much Ed and Kath, and please pass our very grateful thanks to Ellie too. Grateful thanks to Anne B for the idea of going to Craigieburn, and for making it all happen - an inspired choice, and one we may have to put on a regular visit list, particularly as the drive there is so much fun.

Working back over the year as I had to before standing up in front of the assembled throng today, I realised that although we were concerned that the social side of the calendar might be denuded by the lack of General Meetings, in fact we have managed a lot of very high quality events - the 60th Anniversary Elite celebrations organised by Brian Caldersmith being a particular highlight. One thing we haven't done much of recently however is invite speakers to come to talk to the Club, and I would value feedback from you on whether having speakers on motorsport-related matters would be interesting? If so, some names of the sort of people you might like to hear speak would also be useful! And/or subjects that are of interest. Drop me or Tom a note and we'll add it to the to-do list for 2018.

Speaking of which, January is only just round the corner, and as this is the last note from us before February, I should remind you that entries for the CARnivale event at Parramatta Park need to be in shortly, and we have also just received the entry form for the Concours d'Elegance run by Sam Movizio which is elsewhere in here - both these events happen on Australia Day, which of course means we won't be writing to you again before then! So if you like the idea of either, please get your entries in sharpish! I've no doubt it'll rain, but there you go!

Motorsport has continued from strength to strength this year, and for much of that we have two groups to thank enormously. First up, for the CSCA and CAMS Supersprint series, our gratitude as ever to Mike Basquil knows no bounds, and now we add our thanks to the wonderful Motorsport Committee of Dave, Craig and Cathie, Mel and Gino and Jen - I am immensely grateful to this team for stepping up to help, and am very much looking forward to our CSCA Supersprint on March 11th, even if I don't know what car will be in one piece for it!

The second crew to thank are Lee and his team at Simply Sports Cars (aka Lotus Australia), our importer and NSW distributor - their boundless enthusiasm for the Lotus marque, combined with the efficient service and cheerful and welcoming demeanour make owning a Lotus an even more pleasurable experience than it was anyway. And on top of that, this year not only have they continued to run the very successful Lotus Only Track Days (LOTD) but also really got behind the Targa events, with particular emphasis on Targa Tasmania, and more recently Targa High Country. I know most people think that a Lotus is most at home on a track (and I don't disagree) but honestly, for smiles per mile, I find it hard to beat tarmac rallying. And our little cars really box above their weight in this game, as was witnessed by the multiple podium places achieved at Targa High Country. So if you have been wavering, come down off the fence and join us next year - it is the best fun you can have with your clothes on.

Right, I think that's enough from me; I do hope you and your families have a wonderful break, and we look forward to seeing you in the New Year once we are back from a Cornish Christmas.

While we are gone, keep safe, upright and most importantly on the blackstuff,

pip pip

Ashton

From the Editor
Tom Devitt



Someone was telling me recently that the reason there are no Unicorns in the world is that Noah discovered far too late, that the female Unicorn he had on board turned out to be a transitioning male.

And speaking of things that are not what you expect, to my horror the other day I spotted a Bentley SUV. Why I ask, would a company steeped in the glorious history of rapid cars and luxurious appointments, winner of Le Mans in 1924, 27,28,29,30 and as recently as 2003, even contemplate building such horrible concept as an SUV. As if there aren't enough of these ghastly monstrosities around already. At least, I thought, that's something Lotus will NEVER do!



Early drawings of the Lotus SUV

Ahh Jean Marc, what a fickle fellow you are!! Yes, dear reader, a Lotus SUV is on the drawing board. Mr. Gales initially insisted that it would be for the China market only but that story is now disappearing, and to add insult to injury, it is probably going to be powered by Volvo. I can hardly wait, at least, I suppose, that's another CSCA class we can win!

Apologies to SA for being late with the article of The Collingrove Hill Climb Championships in October. Ian Stevens' excellent article winged its way into my Email junk-box and sat there undiscovered until earlier this month.

The organisers of the All British day at the Kings School have got to us early with a date for their 2018 day, it's Sunday 23rd September, plonk in the middle of Spring so should be a fabulous day.

Many many thanks to Mike Basquil for his tireless efforts in the role of CLA Club Captain over many years. Mike not only got a very large number of us to the track, but was tireless in assisting fellow CSCA clubs organising their events. Additionally, he was instrumental in streamlining the running of events and computerising entries and results. When he started it was all postage stamps and stopwatches, now it's the internet, tablets/notebooks and Dorians.

As always I look forward to all the articles, photos or gossip you can send me and I promise I will include it, providing it's not TOO libellous. If you do send me photos via dropbox, I would appreciate a separate email telling me you have done this. Spammers have now settled on Dropbox as their latest target and I am currently getting bombarded by them.

Merry Christmas and a Happy New year to everyone in the club and particular thanks to my dear wife Donna, for another year of tirelessly proof-reading and correcting each issue of CC before it goes out.

You won't hear from me now until February next year. The Committee very kindly give me a month off at the start of each year to allow me time to change my typewriter ribbon and other hi tech upgrades.

Tom



November CSCA Report
With Mike Basquil

It is no secret that writing a report for the magazine is the hardest part of the Competition Secretary Job, so my thanks go to Mel Valdes and Craig Sheppard for filling in last month. You will hear more from Craig and Mel and the other members of the Motorsport Team in the future – yes you guessed it this will be my last effort. Post the Triumph round what started as a cough at the end of the event developed to full blown pneumonia by Wednesday; so off to St Vincent's once again for copious amount of DD antibiotics, blood and sputum tests all to reveal an indefinite cause. Thankfully I'm on the improve and working towards improving my strength and overall fitness, no one tells you the older you get the longer it takes. As my Mum often says getting old is not for the feint hearted.

The creation of the Motorsport Committee (Mel Valdes', Craig and Cathy Sheppard, Dave Mackie and Jen Hogan) they will now fill your email inbox with all that is going on in CSCA and I'm sure they will bring some new ideas into the Series which we have certainly attempted to make our own. I will continue to be the CAMS representative as a member the Super Sprint Panel and assist the group in making the transition.

I thought I would let some history get on to the record. I started in the job in 1999 as an assistant to Mark Sweetman, who promptly got a work promotion that took a up all his time and energy and after running our first Event together at Oran Park I got left with the job. In those days everything was done by mail distributing Supp-Regs, Results and Entry forms was a PITA involving lots of hour's photo copying collating etc. then we discovered Email and a new era dawned. Events were as always fun but then you seemed to spend more time pushing you car around the pits and Dummy grid than you did on track, I was never happy with the value for money Super Sprints offered, Hill climbs and Motorkanas were even worst, so my is rule if you can do it better make a change. I attempted to introduce Girded Groups in the second event I ran and it wasn't a big hit, as folks still wanted to run with their mates. At the Morgan round that year at the end of the day when we were scratching for numbers Brian Williams who was running the grid for the last Group of the day- which just happened to be all CLA runners girded us all fastest to slowest and said he was going to send us out single file and no overtaking before the strike, that run was GREAT the Guy in front was just that bit quicker so the group expanded like a rubber band form then I was convinced this was the was forward.

Shortly after that I was invited to represent the CSCA on the CAMS SuperSprint advisory panel as it was known then. Here I met a Group of like mined guys who wanted to get more track time for the competitors at events. Over the years we have sought to make our sport the best it can be with as little bureaucracy as possible. Not saying it is perfect but a competitor getting 50 timed laps (Duncan Andrews take a bow) at an event would have been a pipe dream.

2017 was another great year for CLA once again we were Club Champions and on average supplied 25% of the field in all our events sometimes more, and half of our runners run a Marque cars so score additional points to the tune of double our nearest competitor Club. This aspect of CSCA worries me, as ourselves and Jaguar are the only Clubs with a current car on the market and Lotus is more track orientated than any Jag on the market, despite them being drop dead gorgeous. CSCA drivers Champions were Len

Goodwin, Grant Rawling and John Whittaker, for mine Len is the clear Champion as he consistently won his class in the 26R replica and was always in or around about the top 10 fastest outright and was never the only competitor in his class. In the Classes - winners were Len Goodwin, Rex Hodder, Duncan Andrews, Martin Duursma, Stephen Wan and Dave Mackie and in most cases a CLA competitor was runner up. The CSCA presentations will be held at the Carlingford Bowling Club on the 11th December I encourage all trophy winners to attend to collect the fruits of the competition and catch up with the other runners we usually don't have time to socialize with at events. If you can't make it please organize someone to pick up your Trophy, I still have trophies I can't finds to the owners for dating back to 2012 (makes an excellent drinks coaster though).

After much horse trading involving lots of phone calls and emails the 2018 Calendar looks like this:

Round 1 CLA **11th March Wakefield Park**
Round 2 JDCA **26th May SMP North**
Round 3 AHOC **16th June Wakefield Park**
Round 4 MOCA **11th August SMP Gardner Circuit**
Round 5 MGCC & MG Newcastle **25th August SMP North**
Round 6 SCCA **8th September SMP South**
Round 7 TSOA **21st October Wakefield Park**

The Events through winter are closer than is ideal but there is very little that can be done to alleviate this issue and not cause clashes with other Series to give the very keen an opportunity to run multiple Series and Events but we do have a mix of Saturday and Sunday events.

See you at the Track,

Mike Basquil



SA Lotus Talk

From Andrew Stevens

SA Lotus Monthly Run

Well the sun came out for our November run, and so did all the cars. Definitely our biggest turnup for a long time. Red was definitely the flavour of the month, with Ardent Red outnumbering all the other cars combined !! We had two Lotus 7's arrive, including one that had been "lost" for a number of years, to be bookended by an Elise S with only 4k on the clock. Given the numbers, we headed south once again towards Strathalbyn and Jack's Café, via the sweeping Paris Creek road.





Main street of Strathalbyn

The line of cars headed down the valley road was a sight to behold.

By the time you read this, we'll have had our Christmas Run. This year we're heading out to Richard Knight's place at Younghusband overlooking the Murray River. If the weather holds, we're expecting a big turnout.

The first monthly run for 2018 will be Sunday January 7th. As usual, we'll assemble at the Sikh Centre carpark by 9:00am for a chat before heading off for a drive and coffee.

All British Day 11th February 2018

Sunday February 11th is the big day for owners of British vehicles, with the 34th All British Day at Echunga in the Adelaide Hills. If you're reading this and haven't entered, I'm afraid that you're too late as entries closed in November.

The collection of Lotus is always a highlight and we attract plenty of attention. If you didn't remember to enter you can still come up and take a look at the hundreds of cars on display, peruse the specialist vendors, or just come and have a discussion on Lotus in general.

Cheers and have a very Lotus Christmas !

Australian Hillclimb Championships 28 & 29 October Collingrove, Barossa Valley, South Australia

From Andrew Stevens

The 2017 Australian Hillclimb Championships once again returned to Collingrove in the Barossa Valley. Held over three days at the end of October, the Sporting Car Club had put in a huge amount of work preparing for the event. With the paddock and formup areas sealed, and improvements all over the site, the busy, and highly technical 700m track was ready to challenge Australia's best hill climbers.

After practice on Friday and the first runs completed on Saturday, Sunday usually is the decider, with people working up to find that special run. However dawn brought hot and blustery conditions, with the track getting coatings of dust - not ideal for fast times. So it proved, with most of the quick times from Saturday standing, and the early runs being littered with offs as people found the grip levels to be down on Saturday. Three Lotus were running in the highly competitive road registered class. Tim Pitt had the "factory" Evora 400 in the Over 3000cc class, Martin Wallace had his 220 Cup Elise out in under 3000cc, and Graham Smith had fettled his Elise S into tip top shape after its minor off here in Septem-



Graham Smith approaches "The Wall" on Sunday at Collingrove. (A Stevens)

ber to pursue the Under 2000cc competitors.

In support of the three competitors, a small non-competitive bunch of Lotus owners gathered for a Sunday social run to the Barossa. Graham brought his Caterham, the Kazzis brothers each had their Evoras, David was in his gorgeous Krypton Green 240 Cup Exige, while Andrew fronted in his Elise.

After a gentlemanly Sunday start time of 9:00am, first stop was Pindarie Wines on the western flank of the Barossa, where they kindly fired up their coffee machine for the early arrivals. The short trip from Adelaide had highlighted just how strong the wind was, and the break for coffee and a chat on the Pindarie veranda overlooking the valley was the



The Australian Hillclimb Championships trophy sitting on the nose of the Elise. (Photo M Wallace)

perfect antidote. Soon enough, however, we were on our way, cruising through the historic township of Bethany, before a quick blast up Mengler's Hill and the sweeping Barossa roads towards Angaston and Collingrove.



Winners are grinners: Martin Wallace with his class winning Elise 220 Cup (Photo A Stevens)

With the carpark already full, and many car clubs choosing Collingrove for their destination, the five Lotus were allocated a prime position fronting the entry road. This also meant that on our return we were to find them coated with dust from the passing traffic. Hiding in the main carpark, we found a yellow Lotus 7 replica, and another Yellow Elite 502, and we found a new recruit to our merry band with Luke having brought his Exige up for a look, swelling our ranks to 6 ! But the main show was on track.

Collingrove had attracted support from Applewood Distillery, who had set up in the Collingrove Club overlooking the start area. Given the temperature, cool inside the clubrooms was ideal for a short break, and the Lemon Spritz's were doing a roaring trade.

The windy conditions made spectating difficult, with one gust strong enough to actually blow people over, luckily without injury, and sheltered viewing spots were highly sought after, and popular. Breaks in on-track action were used for the spectator sport of hat retrieval. On track, Martin was quick and smooth, leading his class by almost a second, Tim

was hustling the Evora on its road tyres, and had a much greater presence than the more nimble Elises, while Graham was pretty close to his limit with the 1ZZ for company behind his ears.

Collingrove is a busy track, and there is no relaxing, with the Lotus track record held by Chris Weddle at 34.06. While nobody approached that mark this weekend, the track rewards a smooth approach and keeping momentum up. With the sweeps and climbs, and the infamous wall set to challenge the drivers, you don't get an opportunity to recover from even the smallest mistake. As the day progressed, Martin declared that his Under 3000cc class win was "in the bag", but bemoaned the fact that he'd been jumped by a 3.4 litre 911 Porsche that had seen some serious engine work. And so it panned out, with nobody challenging Martin's quick time from Saturday to leave him with an SA Hillclimb Championship, and an Australian Hillclimb Championship class win in his first season of motorsport. Not bad for a straight out of the box Elise, the only addition from the factory being a set of R Specs and a pretty respectable punter behind the wheel.



Coffee at Pindarie before the start of an exciting day



A very busy Collingrove paddock area

So, with family duties beckoning, we drifted off back to Adelaide, waving farewell to a fabulous (but dusty) day's motorsport. I wonder if anything will come of the idea of a Lotus "come and try" Hillclimb in 2018 ? Hmmmmm.

Photo's (all by Andrew Stevens)



An Elite 502 spotted in the Collingrove carpark

Quokka Talk

By Eddie Lankhorst

It's been relatively quiet on the motorsport scene here in WA over the last month, so it was quite fitting that Vicky and I chose to go to Victoria and participate in Targa High Country. What a blast it was! Simply Sports Cars did an excellent job providing full support to 24 cars, across 4 categories. Having little Ruby in Melbourne made this an accessible event for us. But this poses a question for the Motorsport enthusiast in WA; where do we go, and how far do we need to travel, to find more challenging events? The loss of the RAC track has been very notable this year. We've now got one major raceway at Wanneroo, or take a two hour trip to Collie. Wanneroo offers some competitive events and lots of Test and Tune days, if you go during the week. There are a couple of other circuits (essentially carparks adapted to be a track), but in my opinion these are not specifically setup for safe motorsport. For example, Kwinana Motorplex, with the Targa West Rally sprint series, has many curbs, walls, fences and barriers to catch the unwary; Midvale speed dome is a small circuit around the carpark, with many trees, ditches, curbs and bumps to hit. When is State governments going to realise that there is a need for more affordable motorsport facilities for driver education and the many motoring enthusiasts? We enjoyed Targa West back in August, maybe we'll get a few more to join us next year.

On other matters, our Club Lotus WA wall 2018 Calendar is printed and ready for your purchase. Cost is $15 each plus postage, but will also be available for collection at the following events:

- December
    - Sat 2nd **State Speed Event Series** at Barbagallo raceway (final round of WA Championship 2017)
    - Sun 10th **Lotus WA Christmas lunch** is scheduled for Sunday 10th December at John and Robyn Edmondson's new house in Jane Brook estate. You can either turn up at the venue at 12 noon or participate in our last EMR (meet Guildford Railway carpark 8am) for the year which will end at John and Robyn's. **RSVP before 8th Dec** so we can cater to numbers. Address will be advised and further details if you confirm attendance. Non-members, Family and kids are welcome.
    - Mon 11th **BOAB Meet n Eat** at 6pm Kings Park

The Club Lotus Championship 2017 has gotten off to a great start but participation started to dwindle due to other commitments from members. However, points for the Championship series so far stand at:

- Kevin Fitzmaurice 104 pts
- Steve Metlitzky 63 pts
- Vicky Rowe 46 pts
- Eddie Lankhorst 40 pts
- Doug Runciman 35 pts
- Richard Cooper 35 pts
- Graeme Martin 30 pts
- Steve Pretzel 15 pts
- Mark Thrift 10 pts

One more round boys and girls on Sat 2nd Dec, although this is likely to be a battle to knock Vicky off third, with Kevin's outstanding driving putting him well ahead of the field and Steve just needing to show up to hang on to his 2nd spot.

Targa High Country Victoria – A WA connection

By Eddie Lankhorst and Vicky Rowe

When Vicky and I participated at Targa West in August we got a taste of tarmac rallies and how much fun this is. When the invitation by SSC came up for their package to participate in Targa High Country Vicky didn't hesitate to express our interest. The package seemed a little pricey initially, but after seeing and experiencing the event with SSC I realised the value. SSC provided all accommodation, entry fees, breakfasts, (lunches provided by Targa organisers) dinners, full mechanical and moral support, car washes daily, lead car for the "Lotus Tour" and full application of rally decals etc. If I've got your attention and you want to be involved next year, keep your ears tuned to SSC. They will be encouraging participants to Targa tarmac rallies all over Australia and possibly even WA.

Ok, so you want to do a Targa, but at what level? There is usually a "Tour" group which gives you the full experience without the complication of needing a roll cage in your car. You will need a navigator to guide you around the stages (a basic book – no pace notes allowed) and you're speed limited to 130kph, which is usually more than ample to get a thrill on the challenging terrain. Unlike Targa West we didn't have to carry Rallysafe at Targa High Country, so in effect they didn't know what speed we were doing. As a general rule you can expect the roads to be challenging. Endless twists and turns, strong camber and potential hazards. The road on the long Jameson stage was awash with stones as the heat (yes it was very hot) caused parts of the tarmac to melt and spilt.

Next, there is the very competitive "Time Speed Distance" (TSD) category, which is a bit like Regularity, except that they set an average speed per stage (~80kms/hr) that applies to everyone and you are penalised for being too slow, or too fast, and if you exceed the speed limit. No roll cage required and still speed limited to 130kph. You can even overtake. But this is a strategic challenge, requiring some maths skills and good communication between driver and navigator.

The other competitive categories start to get more serious and will require you to fit a CAMS approved roll cage. Most Targa events have similar or same categories, but WA (like with most things) seems to be a little different. For example, there's no TSD as part of Targa West.

Our participation in the 3 day Targa High Country rally went like this: The day before the official start (Friday) SSC were busy applying decals to our cars; supporting us to get cars through scrutineering; and then washed the cars ready for a photo shoot before dinner. After an early wake up, it was breakfast and onto the first stage; down Mt Buller. Day one, stage one, we were all a little tentative, unsure of the structure and the speed of the other drivers. However, we quickly settled into a place which didn't hold up others or hold us up. What an adrenaline rush it was going down Mt Buller mountain road at full tilt (not really, but it was fast), utilising the full road. If you have ever been to Mt Buller you would certainly remember the multitude of twists and hairpin bends for the ~10km up the mountain, with sheer drops on one side and sheer cliff on the other. But thankfully the weather was excellent which meant we had full tyre grip, unlike last year when there was snow and black ice. Each day and stages saw us on different adventures, exploring all the twisting and winding roads that were on offer around the Mansfield, Whitfield, Jameson, Alexandra, Lake Eildon areas. The whole time we were led by our trusty SSC and Lotus lead car driven by Duncan in his S1 Elise. The stages ranged from 10km to a very twisty and challenging 48km.

Would we do this again, certainly. Vicky has her sights on TSD next year, forming an all girl team to compete with her Exige S. I will be looking for a navigator to do the tour again. At least I'll get to do all the driving next time. Vicky says she has to drive because she can't navigate, but I think it's an excuse. She managed okay, the morning of day 3, when I finally got to drive.

Would we recommend it to others? Yes, definitely! The "Tour" and "TSD" groups are suited to anyone in any Lotus, provided you're sensible and well prepared.

If you're serious about getting the most from your Lotus, I suggest you diarise the dates 9th to 11th November 2018 and plan a budget to get you and your car there. You won't regret it.

Monday BOAB Meet n Eat 13th Nov

By Les Proctor



This month's Boab Meet n Eat was meant to end with a special presentation by local detailing expert Des at his AutoFX WA premises. However, our FB Group Event only indicated a confirmed 6 people attending hence why I postponed it to January depending on the numbers. What happens? 9 cars and 13 people turn up!

So, it was a great turnout that greeted Marilyn and I when we pulled into the Boab Tree carpark in Kings Park. Not only was Craig there in his S1 HPE (Honda-Powered Elise to the uninitiated) but we had three chrome orange S3 Elises!

New S3 V6 Exige S owner Alex was there with his car that was originally a Victorian-registered vehicle. Shod with Advan A050s semi-slick tyres, it is apparent that the car has done some track days in Victoria before coming over to W.A. Coincidentally, Alex and I knew each other from previous working lives which reminds me what a small place Perth is.



Richard (Lotus Yoda) was also there after picking up his newly-tuned Haltech ECU. Richard recently celebrated a birthday and as our resident Lotus stalwart and cheerleader, we all wish him a very happy birthday and many more to come! I know so many of us that have richer lives because of meeting Richard and think we are so lucky to have him as part of the Lotus community.

Eventually, it dawned upon me that without Eddie there to decide things, it would fall on me to pick a spot for dinner which in essence also dictated our route there. I picked a usual favorite which was 'Little Creatures' in Fremantle and that would allow us to follow the scenic river drive there with plenty of curves thrown in. Locals refer to this as the Mosman Park Special Stage. Somehow, we lost Andrew exiting Kings Park but thankfully we caught up with him almost at the end of the drive just as we entered Fremantle.



Apart from that little hiccup, the drive was great and as summer gets into full swing and days are longer, the amazing sunsets that provide the kaleidoscope of colours as a backdrop to our evening drives are just strikingly beautiful. I am reminded why so many of us love Perth so very much.

Our night was made complete when we arrived at our destination only to find Steve there to join us for dinner! I love our community for reasons such as this; if someone cannot make the drive, they come for the social dinner at the end

to catch up with all of us. We all had plenty of food and chatting and I was on a mission to encourage Jarred to come and attend a track day to fully appreciate how his S3 Elise S handles. Truth be told, I have been getting back into motorsport recently and have been doing lots of events to increase my seat time and learning. Hopefully, both Alex and Jarred will join many of us who love using our Lotus sports cars for what they were designed and built for.

Everyone left happy and smiling with full bellies and reminders to come to the November EMR on Sunday 19th at 8AM Guildford Train Station.



NSW Christmas Party lunch at Bowral

On Sunday, the 3rd of December, 2017, we got together for a run, a wonderful coffee stop and the New South Wales Christmas lunch at Peppers Craigieburn.

We woke to beautiful weather on Sunday morning, a blessing after Saturday's soggy conclusion, which presented us with dry roads and gentle sunshine – perfect for a summer's day in the cars. The day began at Loftus Oval, where those taking part in the full run from Sydney's south gathered for a chat before heading off through the National Park.





We enjoyed a relaxing drive along the National Park's winding roads, eventually arriving at Ed Burton's stunning property, where we stopped for a rest, a coffee and a catch-up while we gathered more friends for stage two of the run. We'd like to send a huge 'THANK YOU!' to Ed and Kath Burton for the lovely morning tea and welcoming us so graciously into your home.

From our coast-side break we wound our way back inland towards Bowral, taking in stunning green countryside along the way. We eventually arrived at our own very lovely car-park in the grounds of Peppers Craigieburn. One of the best turnouts in many years numbering more than 90. After a quick catch-up outside, we sought shelter inside and enjoyed the Christmas lunch proper.

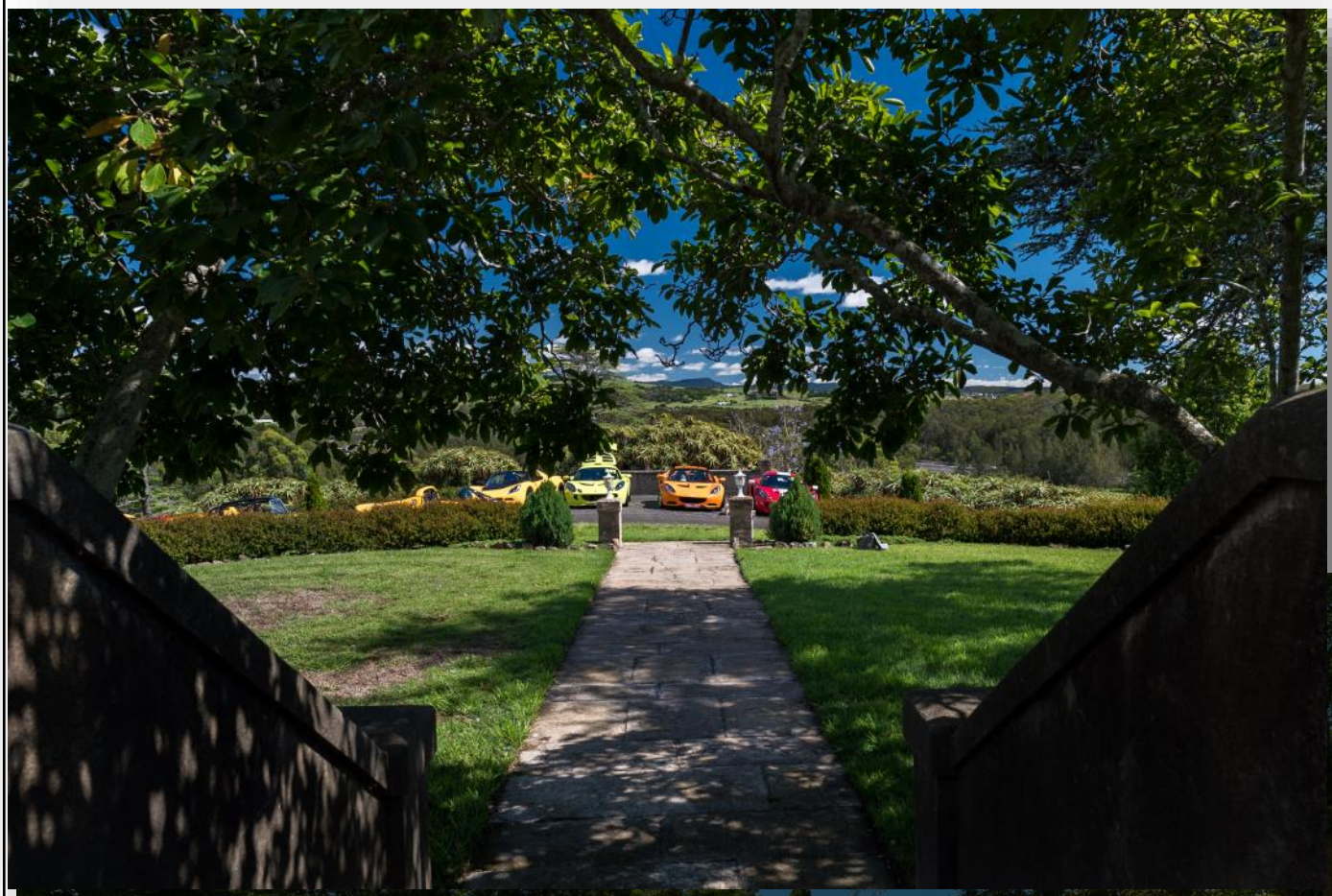



LOTUS













SOAR AND ROAR

SUNDAY 26TH NOVEMBER

FROM ALASTAIR BROWNE

An advert appeared in the Club Lotus magazine for volunteers to take part, with their cars, in the Soar and Roar Festival to be held at Sydney Motorsport Park (the old Eastern Creek). The Soar and Roar Festival was in aid of the Special Olympics (for the intellectually disabled) due to take place in Adelaide next year.



I was honoured to be part of the Club Lotus team which had about 16 entries. I took my 1971 Marcos. We met up at North Steyne Surf Club, Manly and for some, like Andrew Lydon, it was a huge journey just to get there. Breakfast awaited us and I was served by a mate from the Warringah Rats Rugby Club who immediately extracted the urine from me.

We lined up next to the beach and were allocated our passengers. Mine was a young man called Luke who was a 6'3" basketballer and mighty fine fellow. We set off for Eastern Creek and were the first to arrive of our contingent (local knowledge at the start helped)



Thereafter, we took turns with other car clubs to drive around the track behind the Pace Car (a Volvo) with various passengers. .It was all very well organized in Pit Lane where serving members of the military helped the passengers into the cars, gave us water and a medal for the passenger when we had completed the laps.

Let me tell you, the Pace Car did not hang about. The Lotuses had a ball going at a decent speed and made a colourful exhibition compared to the all grey Astons! The next most colourful mob were the



Lambos. I asked them if Salim Mehajer was there but apparently not. Graham Balfe was there in his Morgan. I think they had a rather sedate drive.

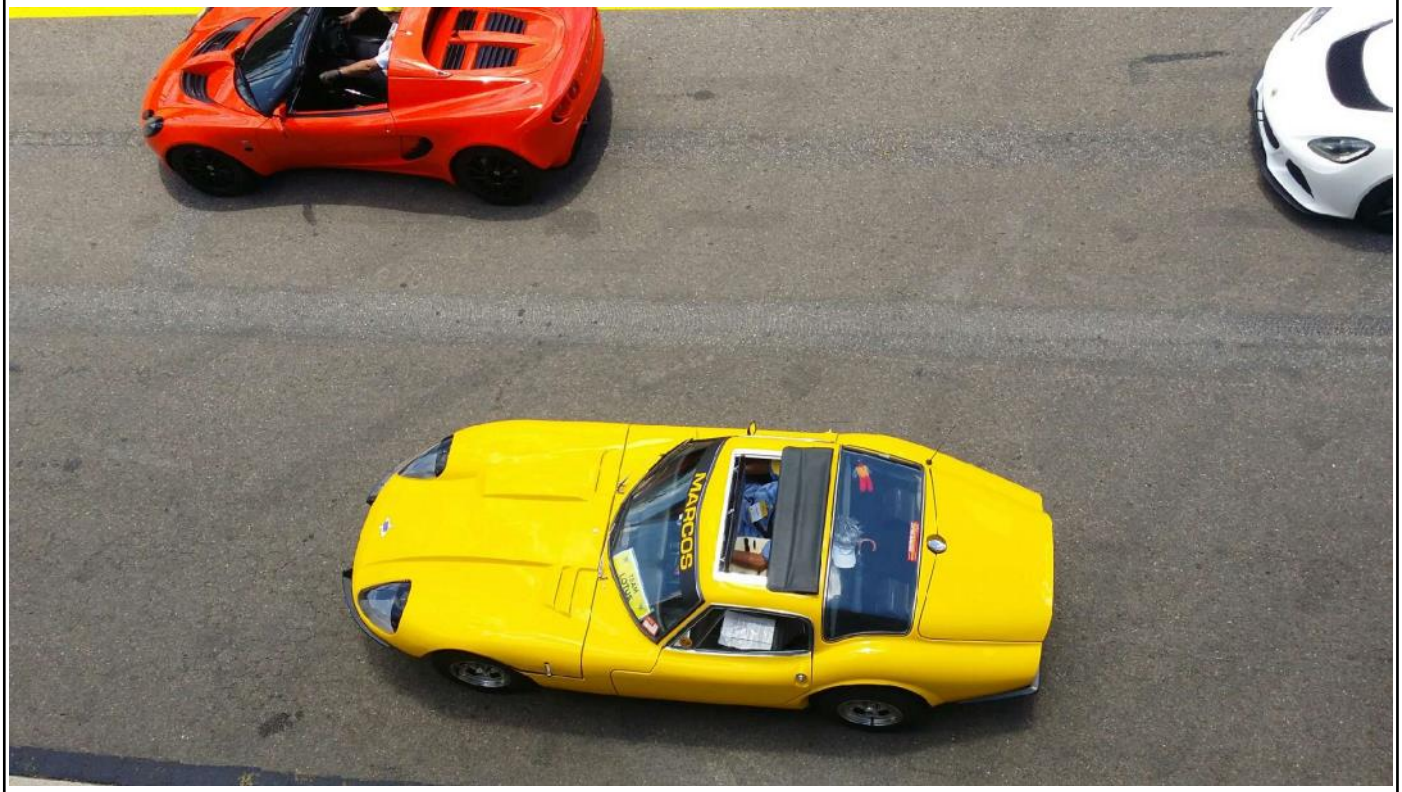
On my last run down the main straight I was doing approximately 170 kph. Being a poser and not a racer, I had not ever driven at this speed before (even when I was in the rozzers based in Central London) and unlikely to ever do it again! The Marcos certainly had not attained such speed since Jem Marsh owned it for the first 5 years.

The children had a ball. All my passengers enjoyed the track speeds and it made their day. The organization was fabulous. We all had plenty to eat and lots of cold water.

James Chan won the best dressed Lotus with his Lightning McQueen RustEze car. It looked fabulous.

I commend members to join up again next year. As a Club I think we raised about $5000.

Alastair



WRAPPING UP CSCA ROUND 7 AND THE 2017 SPRINT SEASON AT WAKEFIELD PARK

Sunday the 15th of October saw the 2017 CSCA Sprint Season wrap up with Round 7 at Wakefield Park. The newly-formed Club Lotus Australia Motorsport Committee have kindly shared a report on the round and a wrap-up of the 2017 results, and you can enjoy that below!

CSCA ROUND 7 REPORT & RESULTS

With thanks to the Club Lotus Australia Motorsport Committee

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



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

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

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

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

SO HOW DID THE CSCA TEAM END UP AT THE END OF THE DAY:

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

AND NOW FOR THE STATS:

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

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

Class DM4 appears to be almost exclusively for Lotus these days and the largest contested group. The CSCA 'endurance record holder' Duncan Andrews topped the time sheets with a 1:04:25, followed by Richard Wodhams on a 1:07:7. Richard is continuing to get quicker in his new stead. Liam Sheppard takes the final podium position in this class with a 1:08:9, finishing with a great result for his first year in the CSCA in the Cup 240.



The other runners were Peter Taylor (1:09:1), Steve Madden (1:09:09); Gino Valdes (1:10:2) and Craig Sheppard (1:11:1).

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

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

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

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

Images thanks to Mel & Gino Valdes

2017 CSCA FINAL RESULTS:

2017 Club CSCA Champion is Club Lotus Australia!!

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

2017 CSCA CLA Trophy Winners by class:

Class A1 – Ashton Roskill : Lotus Eleven
Class C2 – Len Goodmin : Lotus Elan
Class DM2 – Rex Hodder : Lotus Exige S2
Class DM4 – Duncan Andrews : Lotus Exige S2
Class DM5 – Martin Duursma : Lotus Exige V6
Class 2BM – Keith Edwards : Audi RS3
Class 3BM – Stephen Wan : Honda Civic
Class R1 – David Mackie : Lotus Exige S1
Class R2 – Graham Burton : Hawke FF

Congratulations to all the trophy winners and thank you to all that participated in the CSCA 2017 season.

A special thank you to Mike Basquil who tirelessly supports every event and club member and keeps everyone in line! It is a joy to see his smiling face in the pits and on the side of the track.

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

CLA Motorsport Committee



TARGA HIGH COUNTRY 2017

Over the 10th to the 12th of November this year, a huge crew of Lotus legends made the run to the hills in Victoria to take part in the 2017 Targa High Country Rally.



Organised by Lotus Cars Australia, the Lotus Tour was a five day tour that took place as a non-competitive category within Targa High Country. Based in Mount Buller, it traversed the same route as the competition cars and provided an opportunity to enjoy the adventure, the magnificent roads, the cars and the social side of the event.

Several amongst us took part in Targa High Country's competitive classes, putting Lotus power to good use and adding to the marque's glittering competition history. Justin Fengels and Lucas Mertens competed in Mt Buller GT2, finishing in 7th. In the Mansfield Shire GT Sports Trophy, Martin Duursma and Richard Wodhams tied Mark and Scott Meletopoulo to claim an outright victory.

Michael Moore from Victoria and Rick Woolford secured second in the Mount Buller TSD Trophy, with father and daughter team Brian Pereira and Stevie-Lee Rice claiming third. Father and son team Peter and Tristan Taylor finished 5th in TSD, with Ashton Roskill and Giles Cooper home 7th while getting some miles in in preparation for the 2019 Peking to Paris Rally. Mel and Gino Valdes completed the Club Lotus Australia placings in 9th.

Thanks to Lotus Cars Australia and Simply Sports Cars for the huge efforts supporting us all and putting together and supporting the Lotus Tour! Everything ran very smoothly, which meant that we were able to get down to the important business of enjoying our cars, the roads and the excellent company with complete confidence.



Targa High Country has quickly become a highlight of the year and should make its way quickly to your bucket list of Lotus adventures.

Images by Gino Valdes

Concours d'Elegance Sydney 2018



Concours d'Elegance Sydney 2018 will be held over the weekend following Australia Day – the 27th & 28th of January 2018 – and we're invited.

The event will bring a collection of rare, classic and vintage machines to Darling Island Wharf in Pyrmont and will be judged against International Chief Judge Advisory Group criteria, with ICJAG judges heading the judging team. It will also include food, fashion and luxury lifestyle products and support the Cure For Life Foundation.

The Concours d'Elegance Sydney team are looking for classic cars 30 years old and older to take part in the Concours d'Elegance. If you'd be interested in attending, download an entry form from the Concours d'Elegance Sydney 2018 website

2018 LIONS CLUB OF GERRINGONG MOTOR FEST & CAR SHOW

The Lions Club of Gerringong will hold their sophomore Motor Fest & Car Show on Saturday the 17th of February, 2018, at Michael Cronin Oval and have kindly extended an invitation to Club Lotus Australia.

There was a good contingent of Club Lotus Australia cars in 2017 and had a lovely day taking part in the inaugural running of the event.

Organisers will again be working hard to attract unorthodox, collectable and exotic vehicles to show on the day and there are a very limited number of places available in the car show. We're hoping to take full advantage of the 10 spots that the organisers have set aside for us, but mostly just to have a fun group of friends to spend the day with.



Entry for participating vehicles is free. A small $5 entry fee will apply for everyone else attending the event. Funds raised will be donated to Childhood Leukaemia.

If you are interested in joining us, please RSVP to Ashton at ashton@clublotus.com.au. And even if you don't plan to show your car, come along to support an exceptionally important cause and enjoy a lovely Saturday.

Answer to last months "Now who Said That?"



Sorry, that one was a bit too tough. It was Bob Bondurant.

He was recalling the accident that ended his racing career when his Can Am car's steering arm broke at Watkins Glen, New York, in 1967. "Coming out of the turn at the top of the hill, doing about 150, I felt something break. The back end came out, I came up to the curb at an angle, and it turned sharp right when I ran out of curbing. Funny how fast your mind works. In tenths of a second, I shut off the fuel pumps… didn't want a fire. Shut off the engine…didn't want to blow it. Hanging on for dear life, trying to brake, downshifting, I was saying to myself, 'Bondurant, this is going to be a bad one.'

"I hit the embankment and took off, tore the belly pan off, and my legs went out the bottom. I went as high as the trees and was coming down, backwards, last thing I remember. I hit and flipped eight times, end over end and sideways, and landed upside down. When the corner workers turned over the car, it landed on my broken feet, and the shock brought me to."

Bob went on to run a very successful high performance driving school.



Bondurant in one of his racing school cars

Now, Who said that

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



This months' quote, ~ and seeing its Christmas, I made it REAL easy!!

'Any car which holds together for a whole race is too heavy'

Winner announced February

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

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
January	Friday, 26 January 2018	Sydney CARnival	6.00am	Parramatta Park
	27 & 28 January 2018	Concours d'elegance Sydney	8.00am	Darling Island Pyrmounr
February	Saturday, 17 February 2018	Lions Gerringong Motorfest	8.00am	Mick Cronin Oval Gerringong
March	Thursday, 1 March 2018	CLA CSCA	8.00am	Waakefield
April	Saturday, 28 April 2018	Lotus Lunch	12.30pm	TBA
May				
	Saturday, 26 May 2018	JDC CSCA	8.00am	SMP North
June	Saturday, 16 June 2018	AHOC CSCA	8.00am	Wakefield
July	Saturday, 28 July 2018	Lotus Lunch	12.30pm	TBS
August	Saturday, 11 August 2018	MOCA CSCA	8.00am	SMP Gardner
	Saturday, 25 August 2018	MGCC CSCA	8.00am	SMP North
September	Saturday, 8 September 2018	SCCA CSCA	8.00am	SMP South
	Sunday, 23 September 2018	All British Days Kings School	8.00am	The Kings School Parramatta
October	Saturday, 27 October 2018	TSOA CSCA	8.00am	Wakefield
November				
December				
January				

For Sale

Esprit For Sale



Silver 1983 Lotus Turbo Esprit, with about 55k miles on the clock.

It is in very good condition, with a completely refurbished gearbox and turbo, and new tyres.

Has been in storage for 2 years.

Maintenance log of all servicing since owner purchased. Well respected owner in WA who has been transferred to UK and is now keen to sell. I am not the owner but you can direct enquiries through me, Eddie Lankhorst 0414 431 589.

Offers in excess of $50k will be considered.



For Sale

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

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

1984 LOTUS M90 PROTOTYPE FOR SALE



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

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

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

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

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

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

Additional information



Powder coated frame

All interior and seat upholstery is new.

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



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

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

Technical Specifications:

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

Suspension at mid laden:

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

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

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

Fuel tank 12 gallons



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

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

Price: $86,000 negotiable

FOR SALE
1966 S2 SE ELAN 26/5416 FOR SALE
Painted in Scottish racing blue with matching hardtop

1700cc engine with QED420 cams and BRM cam cover (original available instead if preferred) rebuilt by Alan Pate and with less than 2000km
softtop and tonneau
26R style seats
26R style headlights
5 peg knock on wheels
4 x 26R knock on wheels with new tyres
4 x Minilite knock on wheels with tyres
new radiator and electric fan
All new (well 5 years ago) brake lines, fuel lines etc
Solid rear drive shafts





Original items included with sale:

Original short engine (block, crank, cams, rods, pistons, sump – basically all bar head)
Set of bolt on hubs
Correct S2 tail lights
Original and working pop up headlights
Original airbox
Original donuts and driveshafts
Great fun car to drive, quick and light and plenty of go. Never raced but could be.

Car is in Sydney but happy to assist in shipping if interstate or overseas.

$60,000 firm

Call Gordon on 0438 467 366





For Sale

1971 Lotus Elan +2

Body off restoration but needs finishing

Known History

Price Negotiable

Don Mace 02 6554 0907

