March 2018



Chunky's Chatter

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



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Club Lotus Australia
March 2018

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.

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COVER PHOTO: Cliff & Janice's Elan on the Bruny Island ferry with a glorious Tasmanian sunset colouring the scene (He does go on a bit doesn't he!)

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



Marching onwards….. (see what I did there?)

Anyway, enough of my poor jokes, but we really are charging on - next weekend (March 11) has the first sprint of the CSCA round, which we organise, and to date we have just over 100 runners, which is a superb turnout. I suspect by the time you are reading this it'll be too late for you to decide to come off the fence, but we'll have a full report in next months CC from our brilliant Motorsport Committee.

The Club Lotus Tour of Tassie got back this week having by all accounts had an absolute ball - thank you to Anne and the team for organising it - I am gutted to have missed it this time due to work commitments, but look forward to reading all about it. If you have never driven the roads of Tasmania, you are missing out on one of the great driving experiences of life. Do it next time!

A couple of weeks ago we had a lovely run south to the Gerringong Lions Show and Shine, with a full complement of ten cars showing up, plus a few ring-ins with members bringing their non-Lotus weekend cars! Great to see such an eclectic turnout, and I hope this event continues to thrive and grow. And the drive there got me thinking we need more drive days, so I am going to raise the idea at the first Committee meeting on 24th. We need to revisit the trip north to hang out with the LOST fraternity around Newcastle for a start.

And February's Tyre Kick and Coffee had a good turnout, even if yours truly brought a piece of road-junk along to muck up the photos; it was lovely to see some new faces turning up, and of course to say hi to the regulars. Please do see if you can drag yourself out of bed on the third Sunday of the month - it's a lovely event, and for some reason it rarely rains!

On the subject of events, please could I ask you to drop a line to me or any of the Committee with any ideas you have for social, technical or motorsport related ideas; the more opportunities we give to you to enjoy your car, the more likely we are to get them out of the garage and being enjoyed. Thank you to those who have already done so - we will be putting them into the mix for this year.

Last week SSC ran an information evening for Targa events this year, and we had a great turnout of interested CLA members, so thank you for coming along and supporting SSC; they put an inordinate amount of effort into building the brand, and provide us with a lot of amazing opportunities to enjoy our cars (Bathurst in February for example), so if you aren't on their mailing list, rectify that now!

Looking ahead, the good folk at HSRCA have kindly invited us to join the Autumn Festival over the weekend of 7-8 April, to celebrate the life of Jim Clark, one of the greatest and most talented drivers in motorsport history. Sadly he died far too young 50 years ago that weekend at Hockenheim, so HSRCA have developed a schedule to recognise his contribution to motorsport, from his time in Elites at Le Mans through early open wheeler wins in Formula Junior to his hilarious saloon car antics in a Lotus Cortina; sadly we might not quite persuade his World Championship winning Type 25 to come back from Europe, but I am reliably informed it is going to be participating in the UK celebrations that same weekend. Please note that as well as Historic (30 year plus) cars being eligible for their respective race and regularity sessions, HSRCA has opened the SuperSprint category to cars up to MY 1999 and run-ons, so S1 Elises and even S1 Exiges will be eligible. So please do consider bringing your Lotus out to play, whether its Race, Regularity or Supersprint. I'm under a good deal of pressure to get the Elite running by then! More details elsewhere, but if you have any questions, please drop a line to the Motorsport Committee on motorsport@clublotus.com.au and they will point you the right way.

I've just finished reading Adrian Newey's autobiography called (somewhat understatedly) How to Build a Car. It is lovely reading, both personal and touching, and also technically interesting, as well as being historically informative, given he has been closely involved in the sport from the early 80's, and has seen (and overseen) many of the fundamental changes to the sport. Well worth a read - I highly recommend it. Just a shame Harvey Postlethwaite persuaded him to join Fittipaldi, otherwise the Lotus story might have been quite different!

Enough of my random ramblings - please please come along to the HSRCA celebrations on 7-8 April - Regularity is great fun for your regular road-going Lotus and very easy to do!

Otherwise I look forward to catching up soon, and in the meantime keep safe upright and on the blackstuff,

pip pip

Ashton

From the Editor Tom Devitt



In mid-1976, Don Mace and I were in Tamworth on a mission. In January that year, loose cannon CLA member Warren Wigram persuaded a sizable number of members to go the Tamworth for the County Music Awards. He convinced us all that our cars would be the stars of the show and we would be feted by the community. Of course it all went to crap! Our accommodation was all over the place, nothing was organised and to top it all off the whole town was under flood water! All that aside, the idea of a themed long weekend was a good one, so Don and I were looking for a Motel that we could book-out for the entire weekend of January next year (1977) The Thunderbird Motel on the northern outskirts of the town ticked all the boxes. But with 24 rooms available we had a bit of a selling job on our hands. In the pre-mobile phone and internet days you wrote and posted letters or sat by your phone and waited for it to ring.

With only moderate bookings from the Sydneysiders we decided to write to all Lotus owners in Australia. The response was fabulous and within a month or so we had all rooms booked and a healthy waiting list. What we had unintentionally done, was create the bi-annual Australia wide get-together of Lotus owners.

Whilst cars came from all over Australia, the Queenslanders were the stars of the show. They arrived in cars so immaculate as to put our star-cracked walking wounded vehicles to shame. But the star attendee of the weekend was a mad cockney Sydneysider, Barry Duckworth. His Seven was not working so Barry arrived in a Datsun 260Z belonging to some well upholstered floozy he had recently met. Quickly bored, he encouraged everyone to dive into the circular pool of the Motel and, evenly spaced, standing close to the side, commence wading around in the same direction with ever increasing speed. This quickly became known as 'whirlpool' for a very apparent reason. Then on his idiotic command, we all stopped and turned around 180° only to be knocked over by the tsunami that we had created. This of course became hilarious fun and necessitated the consuming of more alcohol and searching out un-initiated guests to throw in the pool to join us. Of course, everyone's behaviour deteriorated from then on!

Barry Duckworth was a CLA member from its early days, an artist in fiberglass work, he started with fiberglass repair company in Carlton then had his own business from the mid 70's in a lane behind Penshurst railway station. He was always a wild personality but when you came into a room and heard his noisy lilting tones, you knew you were in for a good time. Always hilarious but impossible to shut up, you might as well tell Silvio Berlusconi to keep his pants on! Most of us lost touch with Barry when the discovered computers were more fun than repairing Lotuses and commenced teaching them at TAFE.

Recently, Marc Schagen was trying to track him down to give him some old photos that he had been given. Barry's house was locked up, and when Marc and I tried emailing and phoning old friends of his we drew a blank. Finally a friend of his from TAFE contacted the police with a 'concern-for-welfare'. They contacted him a short time later to say that Barry had died in late November last year, we can only assume alone. A very sad end to a larger than life person, and one who I will never forget.

On a more cheery note, and the reason that this newsletter is a bit late this month is that a group of us have only just returned from a fabulous jaunt around Tasmania. Alastair Browne has written a wonderful article on the trip which you can read inside and many thanks for all the beaut photos that everyone sent me. Sorry I could not use them all. They were all magnificent even if a couple from Mr. Browne were not entirely politically correct. We only had 2 brushes with the law, Alastair speaks of his but Janice Jefferies also got pulled over in their Elan. The coppers first words to her, "You know you really should not overtake a police car". Luckily Janice also got off with a warning!

Tom



Barry Duckworth

COME ALONG TO THE HSRCA'S AUTUMN FESTIVAL TO HELP US CELEBRATE THE LIFE & CAREER OF JIM CLARK

The HSRCA will commemorate the life and career of Jim Clark at their upcoming Autumn Festival, which will be held on the 50th anniversary of his untimely passing, and they're looking for Lotus drivers to be a part in the celebration.

The event will be held over the 7th & 8th of April, with private practice offered on the 6th. The Jim Clark commemoration will include a Formula Junior trophy race as well as our group of invited Lotuses, a display and, subject to appropriate numbers, a parade lap and family photo. CLA has been invited to take part and our cars will be suitable for many aspects of the event. The Formula Junior trophy race is open to, somewhat unsurprisingly, Formula Juniors, and will also be a part of Formula Junior 60th anniversary celebrations. Many of our cars will qualify for Regularity, which is open to cars older than 30 years, providing some flexibility for run-on models into the early '90s. Super sprint is open to cars up to 1999 and also provides opportunity for run-ons.

Running over the 7th & 8th of April, the event slots neatly between our upcoming CLA-hosted CSCA sprint on the 11th of March and the second round of the series on the 26th of May, giving us an opportunity for some motorsport in April. The super sprint category at HSRCA has been growing steadily over the past two years and attracting some interesting cars. It should be a lot of fun and HSRCA events always boast a relaxed and social atmosphere that makes them a pleasure to attend.

If you're interested in attending or have any questions, reach out to the Motorsport Committee at motorsport@clublotus.com.au. Entry to the event is open now and being handled by CAMS Motor Event Entry, which you can access through the CAMS Members Portal: www.cams.com.au

Up-to-date details and documentation can be found on the HSRCA website: www.hsrca.com/entry-forms

Please join your fellow CLA members for a fun weekend of motorsport in the countryside to mark this significant occasion and remember a motorsport great and an icon in the legend of Lotus.



Artwork thanks to Brian Caldersmith

Dan Gurney (part 2)

When the new 3-litre rules were announced for 1966 Dan decided to have a crack at making his own car. He'd set up All American Racers with the backing of Goodyear, and run his own Lotus at Indy in 1965. Now he had this idea to build a car that was suitable for both USAC and F1 using the same basic design, one with the four-cam Ford V8, and the other with a new V12 commissioned from Weslake in England. The Eagle, (as the car was known) had a chassis created by ex-Lotus designer Len Terry, was exquisitely engineered, and boasted a distinctive beak-shaped air intake.



Dan in the Mk1 Eagle, Monaco 1967

In 1967, the F1 car, started to go really well. In the Race of Champions at Brands Hatch Dan took pole and won both heats and the final, holding off Lorenzo Bandini's Ferrari.

Racing in F1, USAC, sports cars and Trans-Am all at once required incredible stamina, and Dan's schedule from late April to mid-June that year is unbelievable. He flew to Texas to drive a Mercury Cougar in the Green Valley 300 at Smithfield, and won. Back at Indy, his Ford four-cam-powered Eagle set fastest practice lap at 163.8mph. Then the flight to Europe, to Rye to check on the V12 engine programme at Weslakes, and to Monaco for the Grand Prix, where he ran third until the injection pump belt broke. Overnight flight back to America, straight to Indy qualifying, and at 167.9mph he was just pipped to pole by Mario Andretti. Race day at Indy, a Tuesday, and Dan was running second to Parnelli Jones' STP Turbine when rain stopped the race. It was re-run on Wednesday, when Dan should have been on the plane to Zandvoort for the Dutch GP. He took the lead when Parnelli spun – only to be delayed by a jamming fuel tank valve, which led to engine failure. By Friday morning he was at Zandvoort with a lighter, magnesium-monocoque F1 Eagle, and qualified second behind Graham Hill in the new Lotus 49. In Sunday's race he was holding fourth when the metering unit failed. Monday he stayed at Zandvoort for a test, Tuesday he was back at Rye, Wednesday he crossed to France for the Le Mans 24 Hours. Sharing a Ford with AJ Foyt, he won at record speed. Tuesday another Goodwood test, Thursday to Belgium for the next GP – and a historic win with the Eagle. So the two greatest victories of Dan's career happened on consecutive weekends.

Dan recalls AJ Foyt at LeMans. "He hadn't been to Le Mans before; it was my tenth time, and I persuaded him it wasn't a race, it was an endurance contest, and we had to be kind to the car. He left it to me to set the car up – the key was how little spoiler you could get away with at the back and still take the Mulsanne Kink flat. So we were sensible in practice, and only ninth-fastest. The Ford people were going nuts: 'What's wrong with the car, Dan?' I said, 'The car's fine.'

"By the second hour we were leading, and by five in the morning we were six laps ahead of the Lodovico Scarfiotti/Mike Parkes Ferrari P4. I knew that the Ford's Achilles heel was its brakes. You did 213mph down the straight, and then you had Mulsanne Corner. The brakes weren't really up to that kind of punishment, and if you got brutal you could probably destroy them in 10 laps. So I'd back off soon after the hump before Mulsanne, let the car slow down on the over-run to about 150, and then brake. Parkes was right behind me, even though he was six laps down, and when he was in my slipstream I could still pull away at maybe 2-3mph. Then I'd do my early back-off, and of course he's all over me, flashing his lights, trying to goad me into killing my brakes. After four or five laps of this it started to get to me, so coming out of Arnage I pulled onto the grass verge and stopped. And he pulled over and stopped behind me. Here we were, running first and second at Le Mans, no problem with either car, and we were both sitting on the verge. After 15 seconds or so he got embarrassed and drove on. Once he was down the road I drove on too, and about seven laps later I passed him, but keeping to my rigid discipline of preserving the brakes." The Ford was still four laps ahead of the Ferrari when the flag fell at 4pm on Sunday".

"On the rostrum it was one of those moments: it felt so good to have won Le Mans at last, and they handed me this magnum of champagne. All the photographers were standing below with their expensive cameras, looking expectant, so I just put my thumb over the end, shook up the bottle, and sprayed it everywhere. Hank the Deuce [Henry Ford II] and his new bride were up there as well, and I got them in the firing line too." Gurney had initiated a routine for thousands of race winners to come. He still has that bottle.

Seven days later at Spa, Dan was eighth going up the hill into Eau Rouge for the first lap. By lap two he was third, and by lap 21 , he in the Eagle was in the lead. dan won by over a minute. He'd done it in his own car and with his own small team, on far too tight a budget, exactly one year on from their F1 debut. It was an extraordinary achievement. But at the end of 1968, Dan took the bitter decision to wind up the Eagle F1 programme, essentially because Goodyear's backing

dried up. Nevertheless, the Indy programme continued full steam ahead. He was second in 1968 and in1969 he was second again. In 1970, his final 500, he was favourite to win but finished third. After Bruce McLaren's tragic death that year he briefly partnered Denny Hulme at McLaren in F1 and in Can-Am too, winning the Mosport and St Jovite rounds. Then he hung up his helmet.

Apart from the 3 years at Indianapolis (63, 64 & 65) racing a Lotus, Dan also competed in a Lotus 18 for the Louise Bryden-Brown team finishing 15 at Aintree and 5th at Silverstone. The following year we competed in a Lotus 24 for the Autosport Wolfgang Seidel team but was a DNS at Belgium.

When Dan retired he devoted himself to car making and team owner. He was the sole owner, Chairman and CEO of All American Racers from 1970 until his son, Justin, assumed the title of CEO in early 2011.The team won 78 races (including the Indianapolis 500, the Sebring12 Hours, and the Daytona 24 Hours) and eight championships, while Gurney's Eagle race car customers also won three Indianapolis 500 races and three championships.

In 1978, Gurney wrote an open letter to other racing car owners with what is now known as the "White Letter" in which he called for a series controlled more by the owners or "actual participants" than under the USAC banner. After much debate, CART was formed with Gurney and other owners like Roger Penske, Pat Patrick, and Bob Fletcher. CART began its first full season of competition in March 1979 and thus the first split in open wheel racing began.



The Ford GT 40 Mk 4 after winning the 1967 LeMans with co driver A J Foyt

Gurneys team withdrew from the CART series in 1986, but enjoyed tremendous success with Toyota in the IMSA GTP series, where in 1992 and 1993 Toyota Eagles won 17 consecutive races, back-to-back Drivers' and Manufacturers' Championships, and wins at Daytona and Sebring endurance races.

The team returned to CART as the factory Toyota team in 1996, but left again after the 1999 season when Goodyear withdrew from the series and Toyota ended their relationship with the team. In 2000, Dan campaigned a Toyota Atlantic car for his son, Alex Gurney under the AAR banner.

In 1990, Gurney was inducted into the International Motorsports Hall of Fame. He is also a member of the Motorsports Hall of Fame of America, the Sebring International Raceway Hall of Fame, and the West Coast Stock Car Hall of Fame. Gurney died from complications of pneumonia in Newport Beach, California, on January 14, 2018, at the age of 86. He was survived by his wife, Evi, and six children



Good rollout for February Tyre Kick and Coffee including Ashton's elegant contribution

Quokka Talk

By Eddie Lankhorst

It's March already, and here am I thinking that the year had only just begun! Where has the time gone?

Vicky and I are currently preparing to move back to Melbourne. So much has happened in just a short period of time and we are scrambling to catch up with many of our friends before we move. In conjunction with Steve Pretzel we are arranging a Super EMR to Manjimup over the weekend Sat 17th and Sunday 18th March. The hope is to have a final blast and celebration with many of our Lotus friends and members who have made our time in Perth so enjoyable.

So, if you would like to join us for a weekend of driving Lotus friendly roads, let me or Steve know so we can book sufficient accommodation. If you are not free for a full weekend, why not join us for a Saturday morning run south as far as you want to take it or if you are heading to Collie Raceway for the SESS Sprints on Saturday, why not stay the night in Manjimup and drive back to Perth with us via some interesting Lotus roads.



Speaking of which, Steve Pretzel will be taking the reins of co-ordinating all our events and news articles. So if you wish to volunteer your services, want to plan an EMR or want to write an article or two for the *Lotus & Clubman Notes* magazine, give Steve a yell.

Our events for the next couple of months are:

Monday 12th March – BOAB Meet n Eat, 6pm Kings Park
Sat 17th and Sun 18th March – Super EMR weekend to Manjimup – meet Guildford Railway carpark on James Street 8am
Sat 17th March – Speed Event Series & Rnd 2 Lotus Championship – Collie Raceway
Sat 31st March – Point to Point Series & Rnd 3 Lotus Championship – Barbagallo Raceway
Monday 9th April – BOAB Meet n Eat, 6pm Kings Park
Sunday 15th April – EMR – meet Guildford Railway carpark on James Street 8am

EMR around Perth Hills
By Paul Clark



On another beautiful sunny Sunday, the crew met for a coffee and natter before our run out from Guildford station at 0830. A nice mix of Colin's finest was present. Ten cars in total ranging from a triple treat of V6 Exiges, a brace of beautiful Esprits and the regular motley mix of Elises, from John's recently rebuilt Black 111 through to Mike and Steve's late S3 Supercharged S3s and a single Elan S2 M100.
Having convinced most with the option to remove the roof to do so, and duly chastised Vicky for still not getting the roof off her Exige yet, we set off for the Hills. One of the many awesome things about life in WA is the rich variety of roads and scenery on offer within just 30 minutes of the CBD.
Our initial path had us turning into Jane Brook, and since this where John and Robyn live with their family of Lotus machines, the radio arked up with enquiries as to whether John had left the curling tongs on and was returning home… Thankfully not!
Soon we were enjoying some great roads, curves and scenery. We passed through Helena Valley, Kalamunda, Gooseberry Hill, Mundaring, Bickley along our great WA roads, all twisty and varied, finally enjoying a run along the Canning Dam road to a stop off at that iconic scenic spot.
A few regroups were necessary, always enjoyable for the opportunity that provides to hear the varied cars play their tunes through the various V6, SC4, NA4 and V8 audio ranges.



We all arrived after a great drive at the Canning Dam meeting spot. Banter ensued and many photos were duly taken in this beautiful spot. We saddled up again for the continued blast out through the beautiful scenery of Pickering Brook and on through to Bickley and the Hainault Vineyard and Cafe. The arrival at Hainault, where tarmac gave way to gravel and thoughts turned to front splitters and ground clearance (maybe a Lotus SUV is not such a crazy idea – blasphemy I hear you cry) proved to be of no issue as we negotiated the long snaking driveway into the heart of the winery – with some trailblazers even choosing an

alternate route to the car park.

Hainault is an absolute gem of a place, sporting a beautiful view across the winery from our allotted tables. The food was excellent and plentiful. All were sat at a lovely table, to which we continued to add as our numbers increased. We then had the fun of playing "Avocado Roulette" as we found our table directly under the shade of a mature Avocado tree, which was happily dispensing miniature green hand grenades as the breeze kicked in. Such a beautiful place and one to which I am sure many of us will return.
After a spirited 102.84kms (Eddie – always so precise) of WA's awesome roads and scenery, once again we had enjoyed a new venue. To top it off, it was a mere 33 minutes back to the CBD. Thanks Eddie as always for the meticulous planning of route and venue and to the CLWA members for coming out to enjoy the day and the camaraderie we enjoy. Until next time…





Sir Stirling Moss retires from public life

Motor racing legend Sir Stirling Moss has decided to retire from public life following a long illness. A statement from his son, said Moss had made the decision because of his "slow recovery" from health problems. The 88-year-old spent 134 days in hospital after suffering a chest infection while on holiday in Singapore in December 2016.

Stirling won 16 of the 66 Grand prix in which he competed from 1951-66, was the first British F1 driver to win the British GP. He won a total of 212 races of the 529 events he entered in categories across motorsport.
Among his greatest victories were the 1961 Monaco Grand Prix, which he won in a Lotus 18, (The first F1 win for a Lotus car) against the faster Ferraris, and the 1955 Mille Miglia, when he set a new course record in the famous 1,000-mile race around Italy.
He famously lost out on the F1 title in 1958 to countryman Mike Hawthorn after vouching for his rival and preventing him being disqualified when he was accused of reversing on track in the late-season Portuguese Grand Prix.



Sterling on the right with his navigator Denis Jenkinson after winning the 1955 Mille Miglia



No idea where this picture came from but I just love the Bristol in the background

Moss was effectively forced to retire from top-level motorsport in 1962 after a crash at Goodwood left him in a coma for a month and partially paralysed for six months.
A statement recently posted on his website by son Elliot read: "To all of his many friends and fans around the world, who use this website for regular updates, my father would like to announce that he will be closing it down." Moss and his wife will now "spend more time with each other and the rest of the family", said the statement.



In the days before Red Bull!

JIM CLARK TO BE COMMEMORATED AT HSRCA AUTUMN FESTIVAL

The HSRCA will join the United Kingdom in celebrating the life and career of Jim Clark this April, with a commemoration of the great racer to be held at the Wakefield Park Autumn Festival.

The Autumn Festival will be held over the 7th & 8th of April, 2018, at Wakefield Park and celebrations will include a Jim Clark tribute race, invited group of Lotus cars, parade lap and family photo if numbers allow, and a display of cars and memorabilia. We hope to welcome examples of the cars which Clark helped make famous, including the Lotus Elite, Lotus Cortina and various Lotus Formula Juniors.

If you would like to join in these celebrations and have a suitable car that you would like to bring along, or if you would like to contribute in any way, please get in touch or head to the CAMS Members' Portal to enter:www.cams.com.au

Considered one of the greatest racing drivers of all time and held in incredibly high regard by his peers, Jim Clark had a sublime and incomparably smooth driving style. His smooth steering is the stuff of legend and made him extremely kind to his cars and all but unassailable on the track.

Clark first entered Formula One in 1960, driving for Lotus in the Dutch Grand Prix at Zandvoort. He went on to win 25 Grand Prix and two Formula One World Drivers' Championships.

An astonishingly talented driver, he would also win the Indianapolis 500 in 1965. He drove a Ford-powered Lotus 38 to a second-place start and went on to lead 190 of the 200 laps on the way to victory. With the win, he became the first driver from outside of the United States to take to the top step of the podium and made the Lotus 38 the first rear-engined car to win the 500.

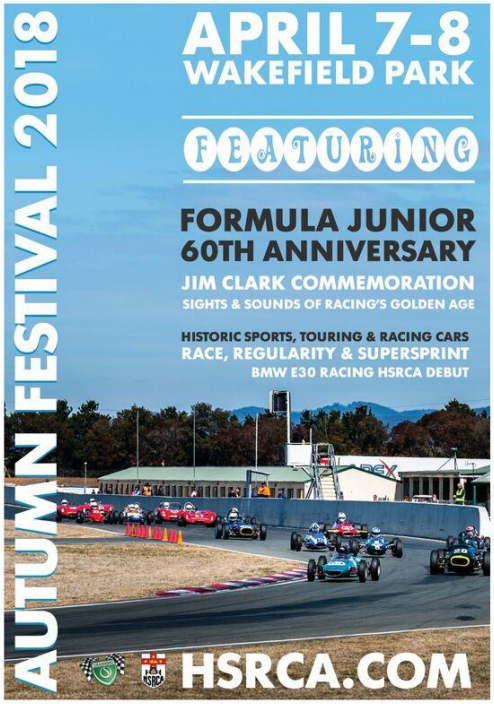
Clark missed the Monaco Grand Prix to compete at Indy, but would return to Formula One barely two weeks later and win the next five races on the trot to make up for it. He went on to win the 1965 Formula One Drivers' World Championship and become the only driver in history to win both the Indy 500 and the Formula One World Championship in the same year.

He would also compete three times in the 24 Hours of Le Mans, finishing second in class driving a Lotus Elite in '59 and achieving a best finish of third in the 1960 race, driving an Aston Martin DBR1/300 with Roy Salvadori for the Border Reivers team. He dabbled in touring cars as well, winning the 1964 British Touring Car Championship in a Lotus Cortina.

Clark developed a good relationship with Australia as well, competing regularly in the Tasman Series, which was held across Australia and New Zealand, and connecting with drivers, teams and fans here. He won a record 14 races in the series, and claimed the Tasman Series title from 1965 to 1968.

Aged just 32, his life was tragically cut short on the 7th of April, 1968, while driving in the Deutschland Trophäe.

The 7th of April, 2018, marks the 50th anniversary of Jim Clark's death, and we are honoured to celebrate his incredible life and career at the Autumn Festival. We hope that you will join us in commemorating this legend of the sport.



Welcome New CLA members

Simon Messenger	VIC	Arun Thangarajah	SA
Lionel Alcala	NSW	Jonelle Alcorn	NSW
Peter Millett	WA	Kayo Toyoda	NSW
Christopher Sexton	NSW	Lincoln Hogan	NSW
Wal Robertson	NSW	Mary-Anne Fitzgerald	NSW
Andrew Beecher	NSW	Angus Macarthur	NSW
Geoff Murray	NSW	James Nunn-Price	NSW
David Rozek	NSW	Dave Abbott	NSW
Jennifer Dickenson	WA	Rainer Fritzschke	NSW
Richard Cave	SA	Wayne Fairbank	NSW
Lavinia Schivella	NSW	Russell Waddington	NSW
Adrian Hundleby	NSW		

Bette Hill

Wife of one world Champion Graham, mother of Damon ,another

Passes away in December last year aged 91



Bette was one of 4 girls who were achievers from the beginning. One played piano, another was a champion schools swimmer, the third was also sporting, and Bette herself rowed for Britain in 1952 and 1954 and finished third in the European Championship quadruple sculls at Compiègne in 1954.

She first met Graham, who was heavily involved in rowing, in 1950 at a Boxing Day regatta but, by the time they married in 1955, Graham was already set on his career as a racing driver while maintaining his rowing links by carrying the colours of the London Rowing Club on his crash helmet. Their honeymoon was in Bognor Regis so that Graham could drive for Lotus in the 'Goodwood Nine Hours' just up the road.

> ***"I don't know how I did. You just do it. You have to. I went to five funerals and the only reason I didn't go to six was that dear old Terry was on the same day as Graham."***

Graham was of course, an immensely successful driver having won the F1 world championship driving for BRM in 1962 and in 1968 driving for Lotus. He also won LeMans in 1972 and Indianapolis in 1966. In the early 70, Graham hung up his helmet and establishes his own racing team.

The evening of the 29th November 1975, was a wet, cold and foggy evening and Bette was giving a dinner party at the family home in Mill Hill in northwest London.



Bette (pregnant with Damon), Graham and Brigitte, Brands Hatch, August 1960

Earlier that afternoon, Graham had sent her a telex message to say that testing of the car for Hill's new racing team had finished at the Paul Ricard circuit in France and that they would be home that night.

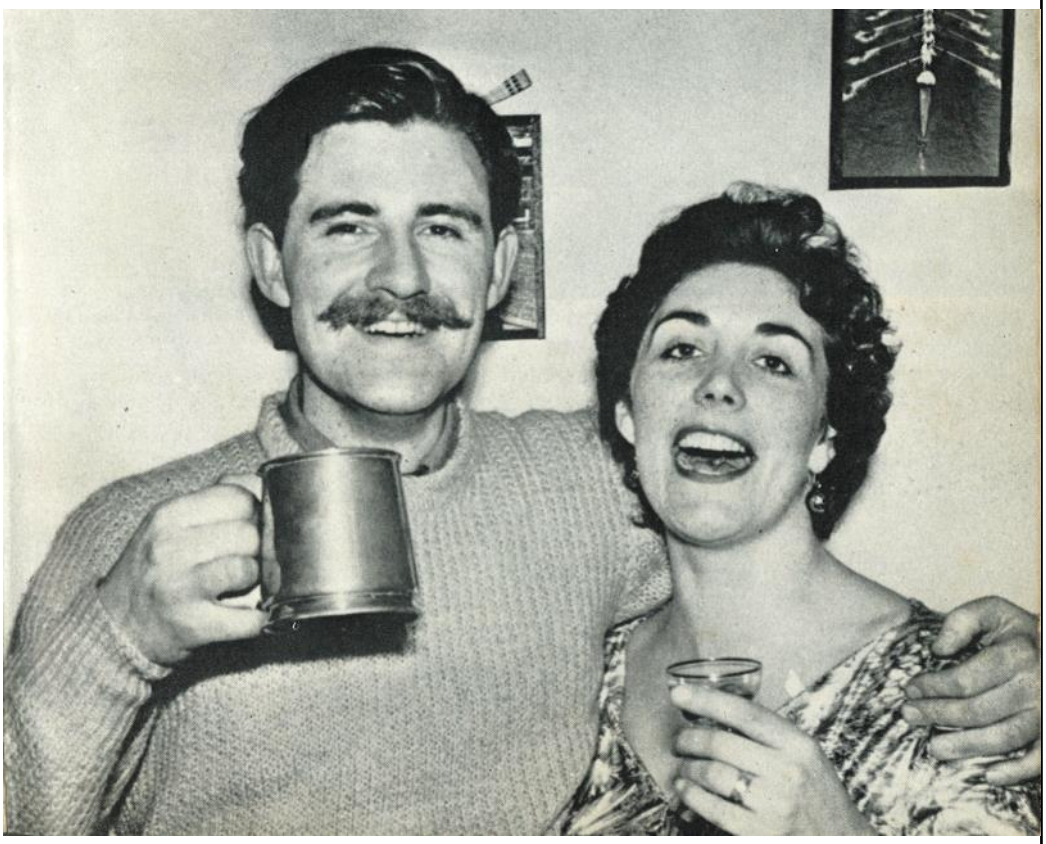
That was the evening when Graham's Piper Aztec crashed on Arkley Golf Course, near Barnet in north London, in foggy weather. All six occupants perished: Hill, the pilot; Tony Brise, the young racer in whose emerging talent Graham was convinced would go on to great things, designer Andy Smallman; team manager Ray Brimble; and mechanics Tony Alcock and Terry Richards.

Her husband and 5 close friends dead, Bette Hill's life changed for ever.

"I don't know how I did. You just do it. You have to. I went to five funerals and the only reason I didn't go to six was that dear old Terry was on the same day as Graham."

But it was even worse than that. There were problems with the

plane's license, and the insurance was invalidated. Members of the other five families, were obliged to bring legal actions again the Hill estate. At a stroke, she literally lost almost everything in her life, except her children, Damon, and his sisters Brigitte and Samantha. Bette struggled for many years to raise the children and hold the family together.



Graham and Bette in their early days, note the rowing photos and memorabilia on the wall behind them

"I did it for Graham. And because I had three children to look after. Peter Jopp and Jackie Stewart took me to some of the funerals. I said once to Jochen Rindt's widow, Nina, that I didn't know how I was going to live without Graham. But, of course, you do. But I still talk to him now, 'Look at the mess you've got me into.'

Bette recalls, when her daughter Brigitte got married, "I asked everyone to join Graham and I in a toast to the bride and groom. I could never leave him out of it. He was so much a part of my life."

Her son Damon became World Champion in 1996 dirving for Williams. "When he set off on his own road to the world title, Damon had in mind to put his family back together again, on his terms. The cross he had to bear was that because he was a gentleman and an honourable man, he was often an easy target, for Michael Schumacher, some team members who were less than supportive, or demanding and unforgiving journalists. In that respect he was different to his father."



Graham and Bette and children with Jim Clark

Bette was elected an Honorary Member of the British Racing Drivers Club in 1980 and died on December 12th 2017.

2 Early and very famous Lotus racing care go up for auction in Britain

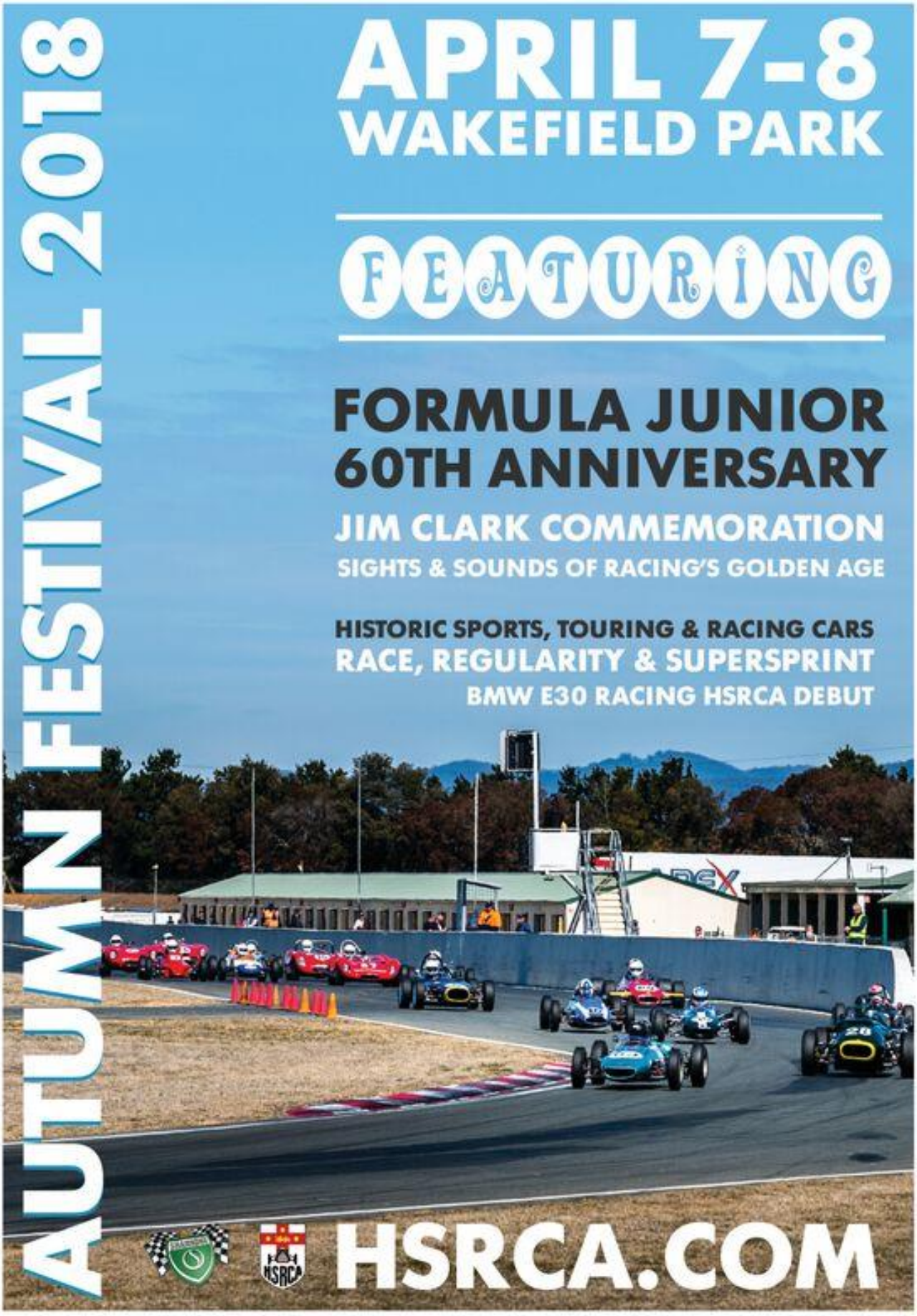
Cotswolds based classic car dealer William I'Anson Ltd have listed a 1958 ex-works Lotus 15 driven by greats such as Graham Hill and David Piper and also a 1958 Lotus 16 driven by the legendary Jim Clark and Graham Hill/ Bruce Halford.



Both cars are beautifully presented and have provenance that would make them an impressive addition to any collection. The Type 15, a car developed originally from the Lotus 11 is chassis 603 and has race winning pedigree, also coming complete with a spares package for those who wish to race and is 1 of only 27 examples made. The Type 16 is chassis 362-2 and was the first single seater driven by Jim Clark and having been subject to a recent restoration is fitted with an up to date Coventry Climax FPF engine.






AUTUMN FESTIVAL 2018
APRIL 7-8
WAKEFIELD PARK
FEATURING
FORMULA JUNIOR
60TH ANNIVERSARY
JIM CLARK COMMEMORATION
SIGHTS & SOUNDS OF RACING'S GOLDEN AGE
HISTORIC SPORTS, TOURING & RACING CARS
RACE, REGULARITY & SUPERSPRINT
BMW E30 RACING HSRCA DEBUT
HSRCA.COM

Tasmanian Frantic Tour Feb 2018

Alastair Browne recalls the adventures of a fabulous Tasmanian holiday with a few other CLA members

(Photos thanks to Gino and Mel Valdes, Alastair Brown, David Mackie, Tom Devitt, Peter Walker and Mel Sexton)

EEE-aww. Eeee-awww. Eeeee-aaaaawww. OK, put your hands up, looks like I'm a gonner with the blues and twos bringing me to a halt on the outskirts of Huonville. "You were doing 62 in a 50 zone". "No. I couldn't have been". "Oh yes you were. Got your licence?" So the officer walks away and does some checking. Meanwhile I am going sixpence, half a crown, sixpence, half a crown.



Peter Walker, Mel Valdes and Mike Basquil

The officer returns. "It's your lucky day. I am just going to caution you today". I drove rather gingerly after that, especially as it was one of those roads which have varying speed limits and lots of roadworks.

(I should point out that in this story, any semblance of the truth or to the living is purely coincidental and the names of participants have been changed to protect the innocent.)

Anne Blackwood had been itching to organize a trip somewhere, anywhere, as long as it involved a high degree of driving skills, fancy hotels and 5 star dining. So the trip to Tasmania seemed to satisfy the criteria and, with some assistance from Mike, the jolly jaunt came to fruition.

I had decided to take my 1988 Toyota Supra, which I'd just put on club plates, and only owned for 4 months which was a bit risky but, hey, it's a Toyota! I met Graham in his Morgan at Albury whilst some of the others went via Rutherglen. A variety of exotica in the form of fancy rides finally assembled at the Melbourne Port Authority for embarkation, but not before Keith had suffered a puncture in his Audi RS3.

The usual pre-vacation bonhomie prevailed on boarding but we soon adjourned to our cabins (I had 4 bunks to myself so went upstairs to get some female backpackers) to endure a really bumpy crossing. It sounded like all the cars and trucks were involved in a Demolition Derby. In Devonport 10 cars went 10 different ways to reach the scheduled breakfast stop just 2 kms away. Keith endured another puncture. Then it was a free-for-all but somehow most of us made it to Stanley for a hot choc and gateaux. The cold was a shock to the system.



The pub on the old Longford racing circuit

The fun began as we all took off, when we felt like it, for Queenstown on the west coast. Of course it started raining so the Hellyer Gorge, one of the Targa sections, was quite exciting. Then we did Mt Black and Roseberry. Finally we all met up for drinks and a chat. Squadron Leader David showed dashcam pics of his exuberant drive with Liz in his Evora and Gino and Mel in their

Evora. Graham decided he was not cutting a dash so he decided to fall to the horizontal position and got carted off to hospital with Janice, henceforth known as Florence.



Anne and Mel, no doubt, up to no good!

Next morning dawned gloomy but Graham was back on his plates of meat. I got petrol then spent all morning trying to catch up the others over Targa sections Mt Arrowsmith, Tarraleah and Ellendale, all in the wet. I finally reached Hobart to find I was there first.

On Sunday we were off to Coles Bay on the East coast for oysters (Keith was with me, his car having suffered a rattle on one of the Targa stages). What a feast. Cars travelled every which way to reach Launceston (Lonny) after that.



Bet you didn't know Lotus made caravans!!

Monday was a day of variables and I chose to go to Cradle Mountain. The drives there and back were memorable – so many corners, so much drop off on one side, Mole Creek, fantastic. The obligatory pics were taken. That evening some of us decided to go for a Chinese. Well, would you believe it? It was Chinese New Year and the joint we had chosen was full. We found another Chew and Spew but it was not in the 5 star category.

Tuesday it was back to Hobart. On the way we stopped at Ross for morning tea and had a great scallop pie. Keith's car was ready at the dealer's after some minor surgery. An impromptu room party took place before dinner and I found 5 females in my bed, or was it the couch? Janice, Anne, Mel, Melinda, and Elizabeth. Donna must have been undercover.



All the gang, Clockwise,

Mel Valdes (with the camera stick) Cliff and janice Palmer, Alastair Browne, Graham Balfe, Keith Edwards, Anne Blackwood, Tom & Donna Devitt, David & Elizabeth Mackie, Mel Sexton, Peter Walker, Mike Basquil and Gino Valdes

The most incredible happening took place at Mt Wellington. The three Evoras went hurtling up the hill followed by Horizontal Man in his Morgan. They all turned off

their motors, got out for a walk and found a sign saying "Lotuses Watch Out. Your car is a zombie". Sure enough, they couldn't start them due to radiation from the sleuthing station but, after some original thinking, they were able to start the cars, whilst Horizontal Man was chuckling away as his car started without trouble.



Skippy is obviously still keen on Lotuses

On Wednesday most of us planned to go to Bruny Island on the ferry. I went in Keith's roller skate and enjoyed his spirited driving. Our first stop was at a cheese joint and, whilst sitting down, all of a sudden Tom, with Donna, drives through the car park in his Audi TT FSI, down the ramp and into the shop! Talk about wanting to get up close and personal, not to mention jumping the queue. For lunch some of us ventured to the Get Shucked oyster shack – yummy.

The next day was a sort of lay day and my encounter, above, with the local police at Huonville, was quite affable. On Friday it was back to Lonny and some of us went by the inland route via the Great Lakes, some more great driving roads with little traffic. That night was a special occasion organized by the Tasmaniac Lotus Drivers who arranged dinner at Larceny – the thieves sure knew how to relieve you of your spondoolicks. The locals were in great form and a good night was had by all. I haven't mentioned the intrepid Mike and Peter in the Exige and MX5 respectively. They probably did about 7000 kms doing every last bit of road in Tassie but we did see them for some exotic meals including a superb curry.



The less said about that hat the better!

Saturday was our last day and the bold set off in all directions but the most exciting Targa piece was The Sideling. I reached the car park at the end and was so thrilled with the drive, I was punching the air as I drove in. We all had smiles from ear to ear. Then we separated and I found The Pier Hotel at George Town which normally charged $28 for fish and chips but for Seniors', wait for it, $16. The spivs win again.

Finally we all met up at Devonport to wait for the late ferry and an uneventful trip to Port Melbourne. My TomTom totally stuffed up 'cos when I got off the boat, it said I should head north driving across the sea to Melbourne. I led 'Horizontal' Graham in his Morgan on an aerial appreciation of Melbourne but finally hit the freeway and caught up with the oldest car in the fleet, the Elan of Cliff and 'Florence' near Wodonga. By this time, the queerbox was causing strife but we made it to Gundagai where the spivs won again with a room for $85 and gourmet meal at the Rissole for $22.

Monday was a sad day, mostly because every breakfast joint we tried was shut because we were too early but Yass beckoned and a recommendation led us to eggs benedict but not quite of the Blackwood standard. Then we headed for the green, green grass of home.



For all lovers of serenity, the boathouse on the lake in Cradle Mountain

KICKING OFF 2018'S MOTORSPORT WITH A LOTUS ONLY TRACK DAY AT MOUNT PANORAMA

We kicked off 2018's motorsport adventures in style on Wednesday the 7th of February, taking a road trip to Australia's most iconic race track, Mount Panorama, for a Lotus Only Track Day hosted by Simply Sports Cars.

We'd like to send a huge 'THANK YOU!' to Lee, Mark and the team at Simply Sports Cars for an absolutely magic day, and offer a big congratulations on pulling off a magnificent motorsport opportunity.

Mount Panorama isn't just an awe inspiring, historic, challenging and fast circuit, it's an exclusive one, with track time in significantly greater demand than the circuit is able to supply. We're very grateful to have had this opportunity and to share it with great friends in the club as well as Lotus Cars Australia and Simply Sports Cars.



"The Lotus Only Track Day at Mount Panorama was just brilliant! Brilliant company, brilliant cars, brilliant circuit, brilliant weather and impressive times (at least at the top of the table!) A million thanks to Lee and Mark for taking the punt, and for all the Simply Sports Cars team for putting together such a friendly, fun and memorable day. Roll on LOTDs for Wakefield and Phillip Island!" – ***Ashton Roskill, President of Club Lotus Australia***

Thank you also to everyone who joined us in Bathurst and took part in the day. It wouldn't have been nearly as much fun without you! We enjoyed seeing the clocks light up with some fast times and, more importantly, had fun socialising and catching up with everyone.

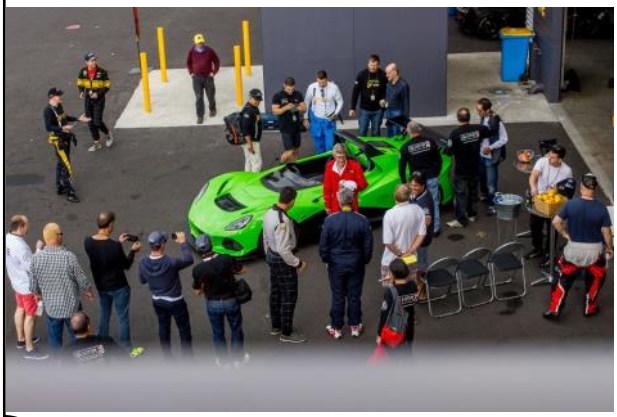
Expressions of interest are now being taken for the mid-July Lotus Only Track Day at Wakefield Park and the Phillip Island Lotus Only Track Day in early November. Email emma@simplysportscars.com to put your name down.

"I really appreciate everyone's efforts with putting on a fantastic event and dealer conference. So great to see it all in person and meet so many people. We wish we could replicate more of this around the world" – ***Mark Fullalove, Sales Manager International Markets for Lotus Cars Limited***

"What an incredible atmosphere! I can't thank my team enough for the energy they put into making these events happen."

"The Lotus Community in Australia continues to amaze me with their enthusiasm, energy & camaraderie. We've already seen social media and forum posts talking about owners of other marques coming to see our garages and being blown away by what they saw. It wasn't just the cars – it was the people and the vibe."

"We finished 2017 with 100% growth, having sold over 60 cars in Australia, and 2018 is looking even stronger with amazing events like the new Targa High Country and another Lotus Only Track Day in November at Phillip Island. It's a great time to own a Lotus sports car." – ***Lee Knappett, CEO of Lotus Cars Australia***



"It's truly humbling to be a part of a team that helps people tick experiences like this off their bucket list."

"It is a marketer's dream come true to see so many people come together, more as a family than a group of strangers. The pleasure that people get from driving a Lotus sports car can't be measured in numbers – you just have to look at the happy faces and feel the pure enjoyment. These events get you as close to being a racing car driver as you can get."



"We are looking forward to our Targa Tasmania, High Country and Great Barrier Reef events, not to mention our first trip to Phillip Island to be part of a full blown race weekend. It's what dreams are made of if you love driving." – ***Paul D'Ambra, Brand & Marketing Manager of Lotus Cars Australia***

"Wow – what a fabulous event! Dinner, driving, camaraderie – all first class! Can't beat it. Thanks Mark, Lee and team SSC." – ***Rob***

"I came.. I saw.. I didn't conquer! Congrats to the guys and girls at SSC for organising and running a sensational event. You just keep raising the bar."

"The track is a unique challenge, featuring so many blind corners and camber changes. I was just starting to get my head around it in the last session. I will be back!"

"As always it was wonderful sharing a unique experience with such an awesome group of people. Thank you all!" – ***Leigh***

"Sensational! SSC you really do set the standard for a sprint event. It was great to catch up with everybody and I couldn't have asked for a better day. I even managed to drop my PB by 5 seconds. Roll on Phillip Island!" – ***Lee***

"Excellent way to spend a day. Bathurst, great mates, great food and Lotuses. What could be better? Thank you for all the hard work to make it such a success. I know that it doesn't just happen."

"Can we do this every week?" – ***Dave***

"I can't thank Lee, Mark and the team enough for having the guts to get this Bathurst LOTD up and running. I do hope we can come back next year! Thank you to ALL of the SCC crew. Incredibly well organised day and, as always, great to catch up with so many mates." – ***Tim***

"What a day! It was great to see so many faces from all around the country and there was actually time to catch up with most of them. The circuit blew my mind a bit, but I was still smiling at the end the day. I think it was relief!"

"Mark and Lee really put their necks on the line to make yesterday happen, so a huge thanks to them and the entire SSC team for their commitment and dedication to making sure we all had a good time. Thanks also to all the other participants for your camaraderie and general joviality." – ***Michael***

"I can only echo the thoughts already shared about the whole day. Hugs and kisses to Mark, Lee, the SSC crew and our sensational Lotus community. We are so lucky to have these guys and each other to share our automotive passion with. Thanks for helping me ticking off one of my bucket list tracks!" – ***Joshua***

"The Bathurst LOTD was such an amazing experience. As a car enthusiast, I have always dreamed of driving at Mt. Panorama fast! And because I have a Lotus and am so lucky to be a part of this active and incredibly well supported community, this dream became a reality. A big thank you to SSC for making it happen. As always, the event was a success and so much fun.

I was a bit nervous during the first session but after a few laps around the track with fellow lotus enthusiasts, who are all highly skilled, respectful drivers, the nerves disappeared and it was just pure enjoyment! I can't wait for the next one." – ***Gino***

"The Bathurst LOTD was incredible! I'm very grateful for the opportunity to be there, and it was wonderful to share the experience with the SSC and Lotus family."

"As a novice sprint driver who had trained on the PS4 leading up to Bathurst, it was overwhelming, scary and exciting all at the same time. As always, the well seasoned Lotus drivers on the day were very encouraging and happy to mentor those less experienced like me, which helped to calm my nerves and build some confidence. It is a day I will always treasure, and can now tick off my bucket list." –
Melanie

Images thanks to Paul d'Ambra of Lotus Cars Australia

Syd Reinhardt sent (via Seth) sent some photos from the Targa talk at SSC







Letter of thanks from the Gerringong Lions Club for all the CLA Attendees who were at their February Motor fest

Good morning to those entrants of our Lions Club of Gerringong Motor Fest / Car Show last Saturday 17th February 2018.

On behalf of the Lions Club of Gerringong I wish to thank all those car club members and private entrants that came along on the day and made the day such a success. Fabulous cars, really good weather, terrific venue and good result. Without the attendance of the owners of all those great cars on display we have nothing to attract the interested public. So a great thank you to all.

We have not finalised the financial results yet but we do know from the vehicle entrants fee of $5, raffle ticket sales and financial support from Gerringong Automotive, Shannon's, Prized Pieces and $300 donated by the VW Owners Club that we will exceed $7000 on the day. Well done to all and for a great cause of Prostate Cancer Research.

Please pass on our gratitude to those people who attended our day, we cannot thank them enough.

Hope to see you along Saturday 16th February 2019, book it into your diary & contact me before I contact you.

Thanks again.

Keith Watson
Lions Club of Gerringong

Answer to last months "Now who Said That?"



"A racing car is an animal with a thousand adjustments"

Evan Jones got this in very quick time with his answer of Mario Andretti



Chapman and Andretti at the 1978 Dutch GP, Colin not looking too flash!

Andretti raced for Lotus during 1968 and 1969 and then again from 1976 to 1980. In 1978 he won the Word Championship driving the ground effects Lotus 78 and 79



Andretti in the Lotus 78 at Monaco

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!- OKAY still early in the year, so another easy one, but just wait until the mid-winter toughies!!



This months quote

"When I notice a rear wheel overtaking me I know I'm sitting in a Lotus"

Winner announced April

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

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
March	Sunday, 11 March 2018	CLA CSCA	8.00am	Wakefield
	Sunday, 18 March 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
April	Weekend of 7 and 8 April	HSRCA Wakefield	8.00am	Wakefield
	Sunday, 15 April 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 28 April 2018	Lotus Lunch	12.30pm	TBA
May	Sunday, 20 May 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 26 May 2018	JDC CSCA	8.00am	SMP North
June	Saturday, 16 June 2018	AHOC CSCA	8.00am	Wakefield
	Sunday, 17 June 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
July	Sunday, 15 July 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 28 July 2018	Lotus Lunch	12.30pm	TBS
August	Saturday, 11 August 2018	MOCA CSCA	8.00am	SMP Gardner
	Sunday, 12 August 2018	Shann0ns Display	8.00am	SMP
	Sunday, 19 August 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 25 August 2018	MGCC CSCA	8.00am	SMP North
September	Saturday, 8 September 2018	SCCA CSCA	8.00am	SMP South
	Sunday, 16 September 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 23 September 2018	All British Days Kings School	8.00am	The Kings School Parramatta
	Weekend 22 & 23 September	HSRCA	8.00am	Wakefield
October	Sunday, 21 October 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 21 October 2018	TSOA CSCA	8.00am	Wakefield
November	Sunday, 18 November 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
December	Weekend 1 & 2 December	HSRCA TasmanTrophy	8.00am	SMP
January				

CLA SA 2018 Diary

Month	Day Date	Event	Time	Location
April	Saturday, 7 April 2018	SA Come & Try Hillclimb	8.00am	Collingrove (Andrew on 0448456605 for info)
	Sunday, 8 April 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
May	Sunday, 6 May 2018	Peter Hall memorial 6 Hour	6.00pm	Mallala (Andrew on 0448456605 for info)
	Sunday, 6 May 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
June	Sunday, 3 June 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
July	Sunday, 1 July 2018	SA Lotus Run	9.00am	Sikh Centre Carpark
August				
September				
October				
November				
December				

CLA WA 2018 Diary

Month	Day Date	Event	Time	Location
March	Monday, 12 March 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Saturday, 17 March 2018	Super EMR Weekend		Meet Guildford Railway Carpark
	Sunday, 18 March 2018	Super EMR Weekend	8.00am	Weekend to Manjimup
	Saturday, 17 March 2018	SSES Sprints	8.00am	Collie
	Saturday, 31 March 2018	Point to Point Series	8.00am	Barbagallo Raceway
April	Monday, 9 April 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 April 2018	EMR	8.00am	Guildford Railway Carpark James Street
May	Monday, 14 May 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 20 May 2018	EMR	8.00am	Guildford Railway Carpark
	Sunday, 20 May 2018	Gingin British Car Show	10.00am	EMR destination
June	Monday, 11 June 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 17 June 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 30 June 2018	TSOA Super Sprint	8.00am	Collie
July	Sunday, 1 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
	Monday, 9 July 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 July 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 28 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
August	Monday, 13 August 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 19 August 2018	EMR	8.00am	Guildford Railway Carpark
September	Monday, 10 September 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 16 September 2018	EMR	8.00am	Guildford Railway Carpark
October	Monday, 8 October 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 14 October 2018	SSES Sprints	8.00am	Collie
	Sunday, 21 October 2018	EMR	8.00am	
November	Monday, 12 November 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 November 2018	EMR	8.00am	Guildford Railway Carpark
December	Saturday, 1 December 2018	SSES Christmas Sprints	8.00am	Barbagallo Raceway

For Sale



For Sale
1996 V8 Esprit, 3,5 Litre, twin turbo V8. Originally delivered to Hong Kong.
Owner then took it to New Zealand and Australia. So it has never seen European salt roads.
Complete history files are available.
I bought it 4 years ago after an extensive search for an Esprit for 5 years.
Bought it with 39k on the clock, it now has 56,538km. So it is not just standing around. This supercar can be driven and is a pleasure and fun to drive.
This car suits a collector and driver. Not just one or the other!
Approx. 1,300 kg with 260KW makes for easy, and if you want fast, cruising.
Long trips include several to the Snowy Mountains, Melbourne and back and return trip from the National Lotus Concourse 2015 in the Barossa via SA coast, Great Ocean Road, Vic coast and up through the Snowy's back to Sydney.
Numerous drives up the Old Pacific Highway, Bathurst, Hunter, etc. I also have taken part in several Lotus Club drives over the years.
It has won the following awards:
2014 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Lotus Classic Sports
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Best Lotus Overall
2017 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
I also have the official Lotus Certificate of Vehicle Provenance.
Original Paint – Calypso Red – Lotus paint code B03. Original cabin trim and leather – Charcoal. Original body. Original Brembo front brake caliper's. Original equipment Oz wheels. Original Sunroof Alpine stereo with CD and USB
Work done last year in Melbourne by a company that has the required tools:
New fuel tanks, aluminium so no rust, As the engine was out anyway:, New clutch



New belts including cam belts, pulleys, etc. Fitted, Fly wheel resurfaced, Gear change kit New water pump, Air conditioning refurbishment, New rear brake discs. Machined front discs, New braided clutch hose, New brake pads and brake fluid, New clutch master and slave cylinders, Suspension service with new bushes, shims, etc.
New oil, oil filter and air filter change
In January this year: 2 x New Michelin Pilot Power 3 rear tyres, 23 km old
All receipts available. Diverse range of spares. Workshop manual
"Sports" exhaust fitted and comes with original. I like the sound!
This list is already too long and I have probably forgotten things.
If you have ever wanted an Esprit then this is the one to get!
Red is faster!
$ 97,969 ONO Robert Seiler 0447 683 118

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
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

