April 2018



Chunky's Chatter

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



Inside this issue

- Details on the HSRCA Autumn meeting to commemorate the life of Jim Clark.
- In Sydney, we host the first round of the CSCA at Wakefield.
- The Ford Escort turns 50 this year.
- Details of the second Simply Sports Cars second Track Day this time at Wakefield.

Club Lotus Australia
April 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.

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

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COVER PHOTO: Chris Burton's immaculate Exige in preparation for the run up Mt Pleasant in the Adelaide Hills

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



Hello and a belated Happy Easter

If you are reading this before the HSRCA Autumn Festival, you are not too late to come and join the Jim Clarke Commemorative Weekend on 7-8 April at Wakefield Park; to date we have nine Lotus cars running, ranging from 18's and 22's, through a 23 and an Elite to a couple of Elise's - great showing, and thank you to everyone who has entered. I hope some of you might come along for one or other day to say hello!

Last weekend we had the first Committee meeting of the year - full minutes will be published on the members area of the website for your reference, but overall, the club is in a healthy state financially (thank you Greg for keeping the numbers churning!), largely underwritten by two main drivers; firstly we have seen a marked increase in membership numbers, which is great news (we now have almost 300 full members, and a further 60 or so associates), and secondly we had a very successful CSCA Sprint in March, where we managed to do rather better than break-even.

So a bigger than usual Welcome to all our new members, welcome back to all of you who have renewed this year, and congratulations again to the Motorsport Committee for running their first very successful event!

Other items for discussion included the Historic Plates scheme (for those not aware, your Historic car needs a pink slip in order to be Historic registered per the requirements on the Historic Declaration form), and some planning for events for this year; we are aiming to have a few more weekend runs including at least one to hook up with the LOST fraternity around the Newcastle area; one of our number (Dario Valenza) has kindly invited us to his workplace (Carbonix) where they prototype in carbon fibre (and build cool stuff like drones) so we are working on that, and of course there will be the stalwart events - Shannons Day, Kings School All British Day, Eggs Benedict and before we know it, our Christmas Party.

Aside from all that important stuff, and the on-going saga of the build of Gidget, our Austin Healey 100/4 for Peking to Paris (which is now frighteningly close to being driven again for the first time in nearly a year!), my Eleven is also quite close to being back on the road following the failure of the radius arm on the way home from Eggs B last year; for those who didn't see the results, this was what it looked like after I stopped suddenly; of course finding a spare radius arm wasn't exactly like falling off a log, but I have managed at last to get a pair fabricated to look the part, while avoiding the original issue (where a 43inch radius arm had been cut and shut to make a 23 inch one, and the resulting weld had failed - or more accurately, had never been any good to start with); so the car is back in one piece, and presently having a roll-hoop fabricated to placate the concerns of several of you who viewed the photos of me (and my passenger sometimes!) in the car with some concern for our welfare - thank you for that concern by the way!



The broken radius arm on the Eleven

And of course there has been a pressing need to get my (formerly Brian's) Elite recommissioned in time for the aforementioned Autumn Festival next weekend, so I am hoping that with a flush of all the fluids, some fresh fuel and a jump start, all will be well for next Saturday! I think I will be taking it pretty steady, as I recall Brian mentioning that the tyres might have seen better days, and that's one thing I am unlikely to get sorted in time (unless anyone happens to have a set of 15 inch 60 spoke splined wires with decent rubber I can borrow for the weekend?!!)

Right, I'd better get this to Tom, so he can get it to you. I hope you have all had a fantastic Easter weekend, and I look forward to seeing you out and about soon.

In the meantime, keep safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Hi everyone and welcome to the April edition, I always think that the end of daylight savings spells the end to summer (if there was one!) This is a bit of a rushed edition as we wanted to get it out in time to remind everyone of the fabulous Jim Clark commemoration race meeting that the HSRCA Is putting on at Wakefield this coming weekend. As you read in Ashton's column he is hoping to get his newly acquired Type 14 Lotus Elite to the event. This is a car well steeped in Jim Clark's history and even bears the Border Reivers badge on the driver's side guard. In keeping with the Jim Clark theme we have a look at that terrible day at Hockenheim and a couple of competing theories about what caused the accident.



Ashton's Elite which we are hoping to see at Wakefield. Border Reivers badge on the guard and detailed to the right

As I mentioned in an earlier edition we would be looking at some other cars that have their anniversary this year. This edition is host to the remembering of the Ford Escort. The Escort was the boy racers choice of weapon during the 1970's and in souped up trim they went like stink, what we sometimes forget was that in their original form they took something like 22 seconds to get up to 60MPH

I must also confess to being a bit slack and not getting the first Lotus Lunch of the year organised. To that end I have shifted it in the calendar and it will now be on Saturday the 12th May. If you have not been to one of these lunch's I can strongly recommend them. They are a very informal gathering of likeminded people to have a damn good lunch and a natter. We try and pick restaurants that have excellent food and are not over the top expensive. And importantly, the talk about cars is kept to a minimum!!

One final thing, Clob Lotus Australia stickers are available from Keith or Ashton and can be posted out. Emails on page 2

Tom

Grateful acknowledgements to Evan Jones for the photo of the Elite,



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

SA Lotus Talk

An occasional contribution from our SA correspondent Andrew Stevens

March Lotus Run

Despite competition from the opening of the V8 Supercars and the rechristened Adelaide 500, there was a good turnout for the March run. As 9:00am approached a healthy gathering of Lotus had assembled under the gums trees surrounding the Sikh Centre.

There were a couple of surprises in store, with Mark Tiddy debuting his latest acquisition – a very pretty S1 Elise - while another well known local turned up in his gorgeous Evora 400. In addition to the



A recently acquired Evora 400



David and Edwina Baird's Lotus Talbot has pride of place at the meeting

regular smattering of Exige's, ad Elise's, including Charles Hatcher trying out his new hardtop before committing to paint, we had two Lotus Sevens, David Baird's Talbot Lotus (or is that Lotus Talbot), a couple of Evora' s and an Esprit in the mix.



S1's at Mount Pleasant with Mark Tiddy's latest acquisition in the foreground

mitting to paint, we had two Lotus Sevens, David Baird's Talbot Lotus (or is that Lotus Talbot), a couple of Evora' s and an Esprit in the mix.

It was a perfect day for either motor racing (as about 90,000 people who attended the Adelaide 500 will attest), or going for a fang in the Adelaide Hills, destination Mt Pleasant on the edge of the Mt Crawford forest and the Eden Valley. The Mt Pleasant Bakery is always welcoming, and the drive up through the hills to this very pretty town just North of the famous Birdwood Mill is always great fun.

Coming Events

April 7th Come and Try Hillclimb

We're working with the Sporting Car Club to offer SA Lotus enthusiasts the chance to try Hill climbing at their "come and try" Hillclimb at Collingrove. This is the easiest and most accessible way to test your driving skills at your own pace, with support from experienced campaigners.

Sunday May 6th MSCA 6 Hour Relay & Lotus Monthly Run

Our major motorsport event of the year, Sunday May 6th will see us running one or two teams of Lotus in the Marque Sports Car Association Peter Hall Memorial 6 Hour Regularity Relay (or the "6 Hour" for short) at Mallala. It's also our monthly SA Lotus run, so maybe the two will coincide at some point in the day.

There's plenty going on in SA at present, with a few new acquisitions, the Bend Motorsport Park opening up, and the combination of Adelaide Hills, autumn weather, and Lotus sports cars to tear you away from the Festival, Fringe, and myriad other events that make up Mad March.

Happy Motoring

Andrew Stevens

KICKING OFF 2018'S MOTORSPORT WITH CSCA ROUND 1 AT WAKEFIELD PARK HOSRED BY CLA

Sunday the 11th of March saw us road tripping to Wakefield Park to host the first round of CSCA sprints for 2018. Scroll on, and enjoy a few photos of the on-track action.

The event was the debut sprint of our newly-formed Motorsport Committee. We'd like to extend a huge thanks from everyone involved for taking up the mantle and hosting a very smoothly-run and professional event. To quote Club President Ashton Roskill "You set a PB for the year, never mind the day! What a great day of sprinting, with a great bunch of friends."



Thanks also to everyone who volunteered throughout the day to keep things running smoothly and look after the many, many tasks that need to be completed to run a sprint smoothly and safely. Driving standards were also very high, making for a safe and respectful environment in which to enjoy the cars, so a big thanks to all of our competitors as well!



Goulburn was on its finest behavior on Sunday, putting on an a stunning Autumn day that paved the way for some very quick times. The fine



Goulburn was on its finest behavior on Sunday, putting on an a stunning Autumn day that paved the way for some very quick times. The fine weather and excellent company made for a lovely day in the paddock and with everything running so smoothly there was plenty of opportunity to relax and enjoy the social side of motorsport.

Round 2 of the CSCA series will be hosted by the Jaguar Drivers Club on Sydney Motorsport Park's Druitt/North circuit on Saturday the 26th of May. To tide you over until May, why not join us at the HSRCA's Autumn Festival, where we'll commemorate the life and career of the great Jim Clark at Wakefield Park over the 7th & 8th of April?

Photos thanks to Seth Reinhardt

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.

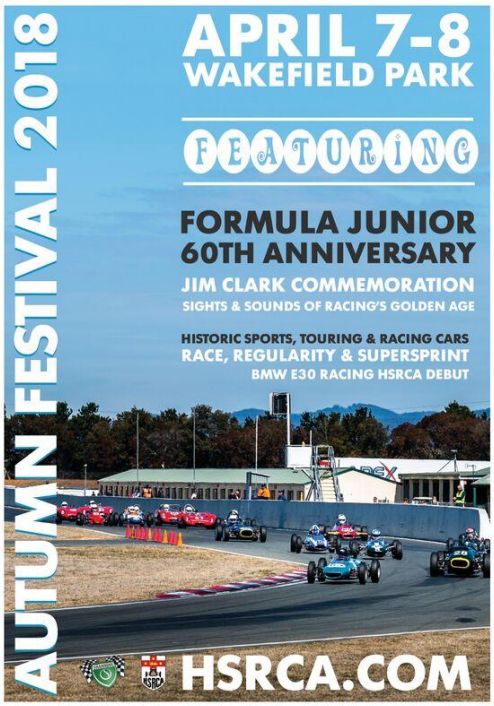
Clark missed the Monaco Grand Prix to compete at Indy, but would return to Formula One barely two weeks later and win the next five races on the trot to make up for it. He went on to win the 1965 Formula One Drivers' World Championship and become the only driver in history to win both the Indy 500 and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



The Ford Escort turned 50 in January this year

The Mark I Ford Escort made its debut at Brussels Motor Show in January 1968. It replaced the successful, but by now terribly outdated Anglia. The Escort was a commercial success in several parts of western Europe, but an outstanding success in the UK. Up till then, the national best seller during the 1960s, was BMC's Austin/Morris 1100 but this was quickly becoming yesterday's car and Ford's own Cortina had grown, both in dimensions and in price, beyond the market niche at which it had originally been pitched.



Actually this was the very first Ford Escort, the 100E, a cheaper version of the Ford Squire, an estate derivative of the Anglia 100E

In June 1974, six years into the car's UK introduction, Ford announced the completion of the two millionth Ford Escort, a volume never matched by any Ford model outside the US.

The Escort had conventional rear-wheel drive and a four-speed manual gearbox, or three-speed automatic transmission. The suspension consisted of MacPherson strut front suspension and a simple live axle mounted on leaf springs. The Escort was the first small Ford to use rack-and-pinion steering. The Mark I featured contemporary styling lines in tune with its time: a subtle "Coke bottle" waistline and the "dogbone" shaped front grille – perhaps the car's main recognizable features.

Initially, the Escort was sold as a two-door saloon (with circular front headlights and rubber flooring on the "De Luxe" model). The "Super" model featured rectangular headlights, carpets, a cigarette lighter and a temperature gauge.

A higher performance version for rallies and racing was available, the Escort Twin Cam, built for Group 2 international rallying. Its engine was a Lotus-made eight-valve twin camshaft head fitted to the 1.5 L non-crossflow block, which had a bigger bore than usual to give a capacity of 1,557 cc. This was the engine that was developed for the Elan. Production of the Twin Cam, which was originally produced at Halewood, was phased out as the Cosworth-engined RS1600 (RS denoting *Rallye Sport*) production began. The most famous edition of the Twin Cam was raced on behalf of Ford by Alan Mann Racing in the British Saloon Car Championship in 1968 and 1969, sporting a full Formula 2 Ford FVC 16-valve engine producing over 200 hp. The Escort, driven by Australian driver Frank Gardner went on to comfortably win the 1968 championship.

The Mark I Escorts became successful as a rally car, and they eventually went on to become one of the most successful rally cars of all time. The Ford works team was practically unbeatable in the late 1960s / early 1970s, and arguably the Escort's greatest victory was in the 1970 London to Mexico World Cup Rally, co-driven by Finnish legend Hannu Mikkola and Swedish co-driver Gunnar Palm. This gave rise to the Escort

Mexico (1598cc "crossflow"-engined) special edition road versions in honour of the rally car. Introduced in November 1970, 10,352 Mexico Mark Is were built.



Alan Mann racing Ford Escort Twin Cam.
Photo by Brian Snelson from Hockley, Essex, England - ,

The RS1600 was developed with 1,601 cc Cosworth BDA which used a Crossflow block with a 16-valve Cosworth cylinder head, named for "Belt Drive *A* Series". After updating the factory team cars with a larger 1701 cc Cosworth BDB engine in 1972 and then with fuel injected BDC, Ford also produced an RS2000 model as an alternative to the somewhat temperamental RS1600, featuring a 2.0 L Pinto (OHC) engine.

In Australia, the Mk I was produced by Ford Australia from 1970 to 1975 as a two- or four-door saloon and as a two-door panel van. 1100 cc and 1300 cc engines were offered, as was the 1558 cc twin cam unit. The last only in the Escort Twin Cam model, which was renamed the Escort GT 1600 in late 1971. Some 67,146 examples of the Mk I were built in Australia, with local sourcing bringing the Australian content of the vehicles to 85 per cent.

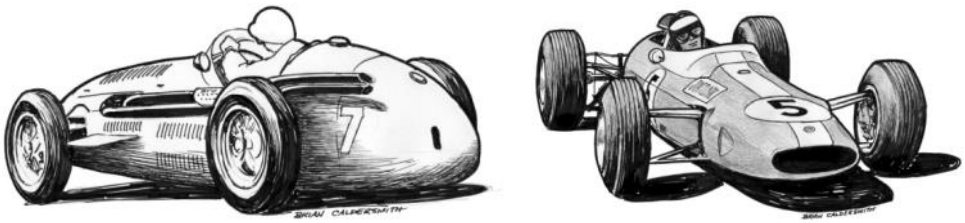
The Escort achieved some fame when David Beckham bought a Mk5 as his first car. Older models still command good second hand prices. Last year a 1980 Mk2 went for AU$184,000 whilst a Mk1 used as a loaner by the Alan Mann Racing team in 1968 went for over AU$373,000 at the Goodwood Members Meeting Sale in 2017



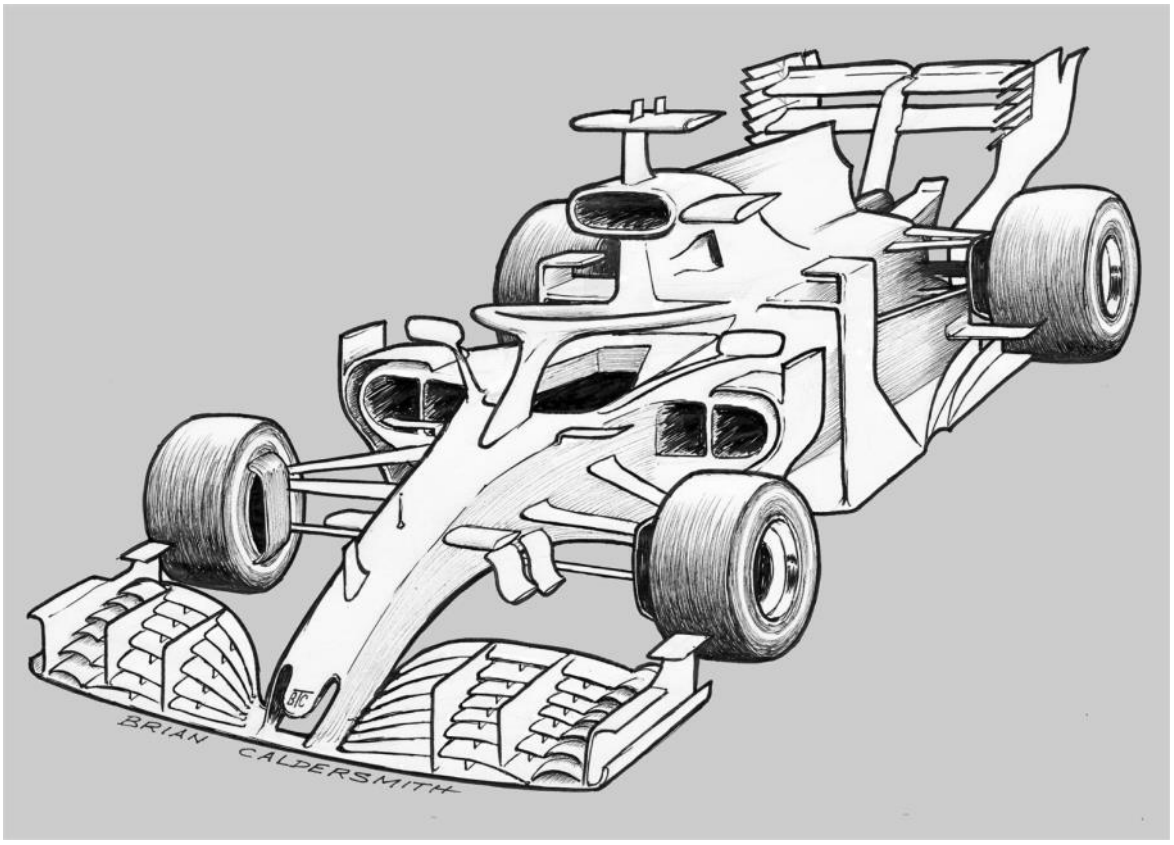
CMA member Brian Caldersmith regrets the current look of Formula 1

F1 in 2018

I grew up with magnificent looking Grand Prix cars and loved most of them. Superb machines, instantly recognisable and distinctive.



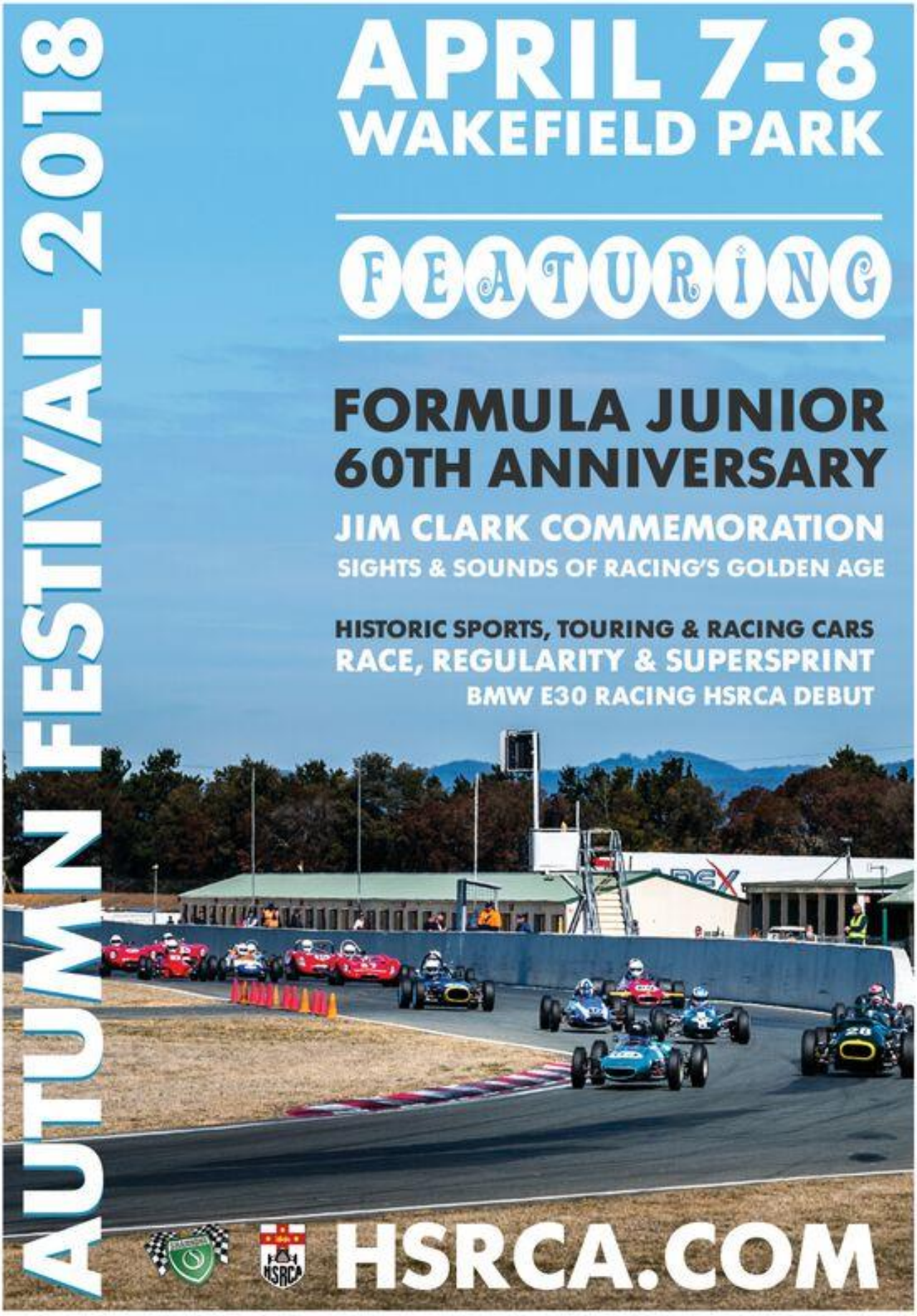
Now sadly, the modern F1 things are just ugly caricatures of themselves.



Aerodynamics certainly has a lot to answer for.

And if you painted them all the same colour you would be hard pressed to say which one just flew past.

Brian Caldersmith


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

50 Years ago this month, on 7 April 1968, Jim Clark was killed at Hockenheim

For years the accident was blamed on a deflating tyre, but here are 2 theories that seriously challenge that conclusion

In 1968 there was very little forensic examination for motor racing accidents. Jims crash was only witnesses by a track marshall and another British driver Chris Irwin who was following him but about a quarter of a kilometre behind. The track marshall reports "I was horror-struck. Everything happened so fast. The car skidded off to the left and seemed to dive through the fence only 10 yards from me. "It went skidding and somersaulting across the grass and hit a tree with a tremendous thump Chris Irwin's recall is similar, "Suddenly Jim's car broke out, It looked like something mechanical." For years the explanation was that he had a slowly deflating tyre but a couple of first hand reports now make that conclusion seem improbable.

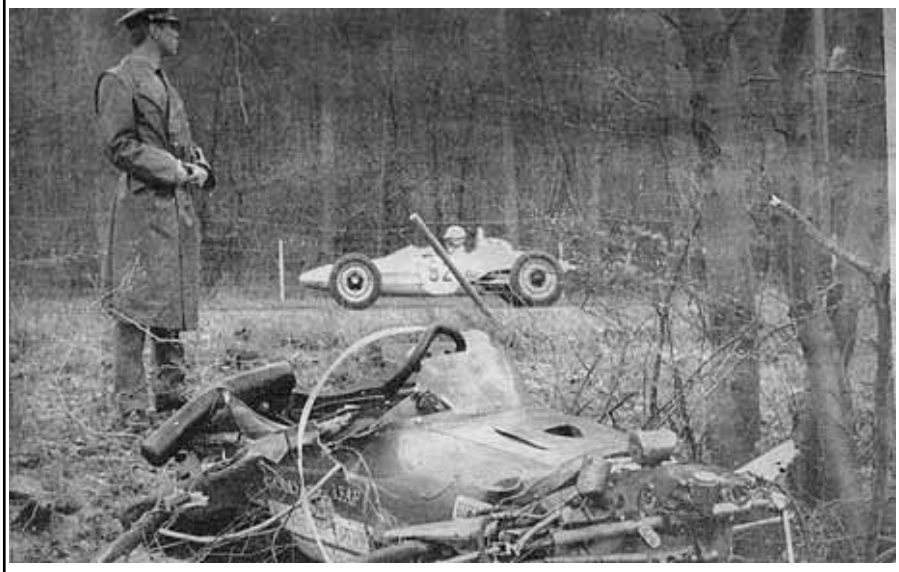
The first of these comes from a letter to the now defunct American ON TRACK published in the May 1993 Issue. Fred Gamble, Goodyear International Racing Director in the 60's, wrote a letter headed Time for the Truth *"Concerning the circumstances of Jimmy Clark's death...maybe it is time the truth is told. I was privileged to be a part of that era and a friend of Jimmy's, so was just as devastated as everyone else when he was killed. His car had a rear suspension failure; sadly one of the frequent and well-known results of the brilliant but fragile Lotus cars of that era. I was Goodyear's first director of international racing at the time and, as Firestone was contracted to Lotus, after the accident and rumors of a tire failure, Firestone engineers showed me the tire off the Clark car, not deflated or failed, but obviously dragged sideways after a suspension failure. Jimmy would have had a chance of dealing with a puncture and deflation but suspension failure, no way could he have controlled the car. I can understand Firestone not wanting to 'blame' Lotus car failure because of their corporate relationship with Lotus and Colin Chapman...I think those of us in the sport at the time who knew the details of Jimmy's death have probably kept quiet out of respect for Colin Chapman's brilliance as a designer, but more because the great Jim Clark was like a son to Chapman. I'm sure Chapman knew the cause of the accident but to have been publicly condemned for a fragile design failure might have been emotionally too much for Colin to bear."*

I think those of us in the sport at the time who knew the details of Jimmy's death have probably kept quiet out of respect for Colin Chapman's brilliance as a designer, but more because the great Jim Clark was like a son to Chapman.

The second comes from the recollections of that day from Derek Bell. The Formula 2 race that day was Bell's first professional race (and of course Clark's last). During a dinner at a Goodwood Festival of Speed Derek told Sports Car magazine. *"I have a theory as to what really happened to Jimmy that day. One that's never really been told. All this stuff about a deflating tire causing him to lose control is, in my opinion, just nonsense. Here's what I believe happened. I spoke with Clark at dinner the night before the race, and asked him how his car was going. Of course, I was in awe, being an absolute amateur by his standards, and him a World Champion.*

"He replied, 'Be careful when you come to lap me.' Me lap him, I thought? I asked what he meant, and he said, 'I've got a problem with the power cutting in and out. If they don't get it fixed, I won't be good for anything tomorrow.' That night, I remember hearing his mechanic running the car up and down the public road in front of the hotel we were staying at, trying to solve the problem. And I remember how the car would run at full tilt, then suddenly cut out, then resume full power again.

"Next day, the race was in the rain, so our speeds were down. The slight right-hander where Clark left the road was wide enough so that two drivers could go 'round it side-by-side, without being too crazy. Yes, there was



A German policeman stands guard over the wreckage of Clark's car

spray and all of that, but in terms of what professional racers are used to, it wasn't bad or even particularly dangerous.

"Of course, the way the story is most often told is that Clark had some sort of puncture, his tire deflated, he lost control, veered off the track and met his end. I'll tell you why that is nonsense.

"First of all, racing tires rarely pick up punctures in the wet. Second, racing tires don't suddenly just go flat—'phffft'—making the car uncontrollable. If they do start to deflate, any driver will recognize what is going on, and be able to control and then stop the car.

"I believe Clark was fully committed into the turn, and that the faulty metering unit caused him to suddenly lose power. That would cause the rear end of the car to swerve. While he was correcting for that, full power instantly came on, shooting the car off the track before Clark could correct. And that was the end.

"I recently had a chance to speak with the mechanic who was servicing Clark's car that day, told him my theory, and he concurred. He said that they never did get the fuel metering unit to work properly, and the car would suddenly cut out and then resume power without warning.

"I asked the mechanic why the crashed car wasn't examined, and he said that German laws and lawsuits over fatalities being what they were, the Lotus team immediately bundled the car up and got it out of Germany before the authorities could get involved."

Bell concluded by saying, "I'm not sure this is exactly what happened, but I can tell you that for these past 38 years I have never believed that something as simple as a slowly deflating punctured tire could cause the death of one of the best drivers we have ever known."



Photographer David Phipps named his photo of Jim Clarks memorial "Early snows at Hockenheim"

2018's second Lotus-only track day is coming up at Wakefield Park

The second Lotus Cars Australia Lotus Only Track Day of 2018, supported by Simply Sports Cars, will be held at Wakefield Park on the 14th of July, and bookings are available now.

Places are strictly limited, so head to the Simply Sports Cars website and get your booking in ASAP.

As usual, the Lotus Only Track Day will be fully supported by Simply Sports cars and will offer Drive, Sprint and Race groups as well as driver training.

The cost for the day is $325 for the Drive group, $345 for Sprint and $385 for Race. Individual driver training sessions are available at a cost of $100. If you have questions about driver instruction or any of the groups, please contact Emma at Lotus Cars Australia.

The day will kick off in earnest on Friday the 13th with a welcome dinner at the Astor Hotel in Goulburn. The Astor does a great pub meal, and the social evening is the perfect way to get into the groove of things.



Lotus Only Track Days are magnificent opportunities to enjoy your Lotus on the track in the manner for which it was designed, as well as to develop your driving skills in a safe and well-supported environment and, most importantly, to enjoy a countryside getaway with the best motoring community in the country.

Head to the Simply Sports Cars website for more details and to make a booking, and we'll see you at Wakefield Park on Saturday the 14th of July!

Prince Philip of Sweden to race an Evora GT4 in 2018 Swedish GT season

Maintaining a family tradition of competing in motorsports, the so called 'Speeding Swede' drove in the Porsche Carrera Cup before graduating to northern Europe's NASCAR equivalent, the STCC (Scandinavian Touring Car Championship), in 2103.

Now, the Geely Group Motorsport and Cyan Racing will form Lotus Cyan Racing and field Prince Carl Philip, Thed Björk and Richard Göransson in a Lotus Evora GT4 in the 2018 Swedish GT season. Phil has signed to continue racing for the same team that he joined in 2012, and for which he has claimed several race wins and a runner-up spot in the 2017 Swedish GT season.

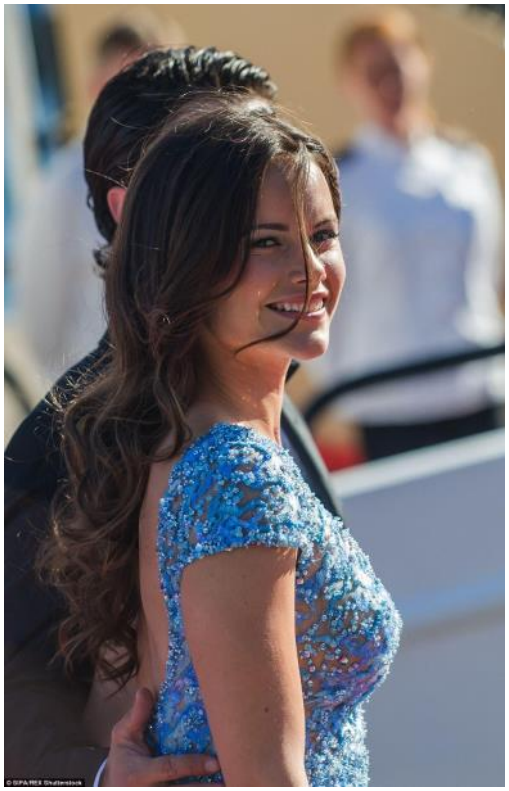


Phil and his mates take the cover off their new car

"I am very happy to continue racing in the Swedish GT with Cyan Racing, especially in this new and exciting form with a Lotus race car and with two very experienced and strong team-mates. My goal is to challenge for the GTB class title and I am confident we have what it takes to achieve it," said Prince Carl Philip.

Reigning touring car world champion Thed Björk and five-time Scandinavian touring car champion Richard Göransson will take turns throughout the season as co-drivers to Prince Carl Philip, with Göransson behind the wheel during the season start at Knutstorp in Sweden on May 4-5.

"I am glad to be back racing with Cyan Racing after clinching my most recent Scandinavian title with them in 2016. I am impressed by the progress that Prince Carl Philip has made over the recent years and I am keen to help him in his charge for the 2018 Swedish GT GTB title," said Richard Göransson.



Philip with the missus, Princess Sofia, Duchess of Värmland

The Swedish GT is an endurance championship that runs alongside the Scandinavian Touring Car Championship for five race weekends in Sweden with cars from McLaren, Porsche, Ferrari and more represented on the grid.

Cyan Racing, the reigning touring car world champion team, is the official motorsport partner to Geely Group Motorsport and ran the FIA World Touring Car Championship and Swedish GT programmes of Polestar, the electric performance brand of Volvo Cars, last year, and will change to the Lotus Cyan Racing banner for the Swedish GT this year.

"We are very happy to continue our cooperation with Prince Carl Philip and our presence in Swedish Motorsport with the Swedish GT," said Alexander Murdzevski Schedvin, Head of Motorsport at Geely Group Motorsport.

"We are also happy to bring back Lotus to the Swedish racing circuits, a brand with a special place in Swedish motorsport history and we hope to write a couple of more chapters this summer."

LOTUS CARS AUSTRALIA AIMS FOR 100-PLUS SALES BY 2019

Seth Reinhardt caught up with Paul D'Ambra and Richard Gibbs as they discuss the latest news in Lotus Cars Australia and everything going on in the world of Lotus in Australia.

As many of you already know Simply Sports Cars (SSC) took control of the distribution of Lotus about 18 months ago. 2016 had seen just 31 vehicles sold, and if you needed proof that the brand needed stronger focus, 62 cars were sold in 2017 – the first increase in about four years.

Richard said "it's the first time we have really been in control of our own destiny" he continued, "our refreshed five-strong dealer network, increased marketing, stronger events, revised model range and additional special-edition models have all helped contribute to that result and we've successfully reversed the declining trend."

The goal for 2018 is 75 sales. This is admittedly a conservative number, but the focus is on establishing a solid platform from which to create sustainable growth. Richard explained that the longer term objective is to have year on year triple digit sales figures via steady growth, with the aim of reaching that milestone by 2019.

When pressed on latest news after Geely took a controlling stake of Lotus Cars, Richard's eyes lit up. The various reports on the internet and in interviews all seem to point towards the current line up remaining relatively unchanged, however two new models plus an SUV have been confirmed over the next 2-3 years.

While exact timelines or any other specifics haven't been confirmed, it's pretty exciting to think there could be something completely fresh on the way. Dare we say it, we could even see re-incarnations. Can you imagine if the Esprit was reborn as a new halo model? With the Volvo stable to draw from and lots of hybrid expertise, it seems like exciting times ahead.

One of the more exciting vehicles on the way to Australia is the Lotus Exige 430 Cup. There are just ten that are going to be made available for sale and six were accounted for before they were even been put on the boat. Just four of the 60 worldwide units of the Lotus Evora GT430 will be coming to Australia, two of which have been spoken for. It's a testament to the impact Lotus Cars Australia have had that Richard and Lee have not only secured these models from global allocations, but that they're already sold to happy drivers.

We questioned Richard as to whether the age of the Elise, Exige or Evora would hinder LCA's ambitions.

"Potentially. Some buyers who are comparing to other marques that offer greater levels of luxuries and gizmos may be hesitant. Although, as you know, a Lotus is all about the driving experience and to its credit the brand has focused on that."

"When you ask people what else they really need in a car, they realise that so many things are superfluous. What we are finding is that new people coming to the brand are a little mystified by the lack of choice in this area – something pure, raw and fun. They are gravitating to Lotus cars for that reason. Having said that, a quick drive in a current Elise Sport 220 or Evora 400 and you'll quickly see how different the current generation cars are from those a few years older"

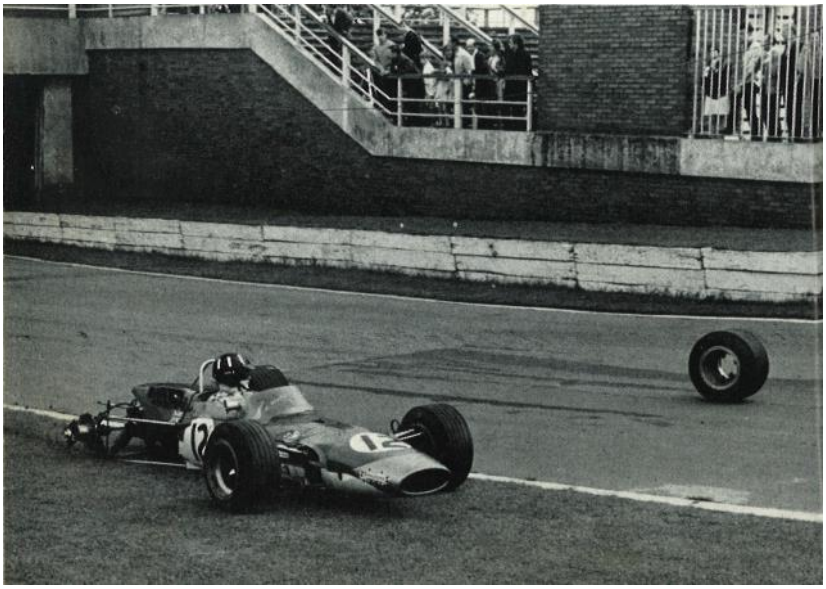


Answer to last months "Now who Said That?"



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

Evan Jones got this in very quick time, yet again, with his answer of Graham Hill



Graham driving an F2 Lotus at Crystal palace 1968

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

"Jimmy Clark was the best...for me he is the best . Full stop. ...I followed him lots of times and you could be doing everything absolutely spot on and still be losing a yard here, a yard there – even if you had a better car than him"

Winner announced May

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

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
April	Weekend of 7 and 8 April	HSRCA Wakefield (Jim Clark commemeration weekend)	8.00am	Wakefield
	Sunday, 15 April 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
May	Saturday, 12 May 2018	Lotus Lunch		TBA
	Sunday, 20 May 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 20 May 2018	Drive to Gosford Motor Museum	9.30 or 11.00	9.30 at Torrnleigh Macca's or 11.00 at the Museum
	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, 7 October 2018	Day trip to Blue Mountains with Lunch	9.00am	Blue Mountains and Lunch
	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
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



For sale: Lotus Elan S3 SE Coupe. Serial number 36/6858. NSW Historic rego. Bahama Yellow respray (originally blue, then black). Imported from USA in "project" state in 2010 and lovingly and painstakingly restored in my garage over the next 5 years. Fully photo-documented and costed on a spreadsheet. A full body off rotisserie restoration onto a new Spyder chassis, including Spyder rollbar and side intrusion. Fully re-trimmed. The only **totally** leak free twin cam motor I have ever assembled! Has driven very few miles since completion, only to Kings Day and for its annual health check-up. This car deserves to be driven much more





than it is. It's not perfect, not show quality, but it is very very tidy, and starts on the button, and all electrics work. I have found that for me, with car restorations, the journey is more fulfilling than the destination. I would be delighted if someone from the Club took over its care and exercised it regularly! Cost? I'm thinking $65,000 but come and have a look, have a drive and you tell me what it's worth. Robert Verhey. Ph. 0421313257

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
soft-top 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



Wanted

Eclat 521 sprint or S2 Riviera.

Must be complete and running, original cars preferred with low miles. RHD

UK purchaser.

Please email Richard at

roadrallyrace@outlook.com