May 2018



# Chunky's Chatter

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



## Inside this issue

- Jim Clark weekends both here and in Scotland.
- Australians Ron Uffindell and Derek Jolly, did they keep the fledgling Lotus company alive.
- Alastair Browne returns with this years 'Fly the Flag' rally.
- Tons of W.A. news.

# Club Lotus Australia
# May 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: Bill Hucker sent us this photo of the Lotus FT S430 launch in Melbourne last month***

**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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**Lotus Club Victoria** meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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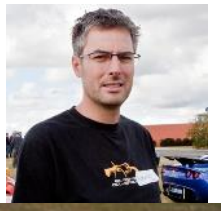
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# Presidents prattle
## With Ashton Roskill





Goodness me! We are into May and charging hard for, well, it's supposed to be winter but frankly still feels rather summery. This has been great news as far as getting cars out goes.
We had the Elan out for its autumn shakedown last weekend. Said shaking unfortunately loosened the domed cover on the starter motor spindle and we left it on the road somewhere. Other than, that I can report she starts goes and stops beautifully still, and the sound of those Webbers breathing hard is intoxicating!
Early in April a great showing of Lotus owners (for which huge thanks to you all!) came to the HSRCA Autumn Festival to mark the 50th Anniversary of Jim Clarke's untimely death at Hockenheim. The weekend coincided exactly with the fateful date and the HSRCA ran a memorial race in tribute.



As mentioned we had a great showing of Lotus cars both on the track and in the paddock.
One of our friends from Melbourne, Chris O'Connor, came up for the weekend and was reunited with his old Elan, now in the custody of Ed Holly. Smiles all round!
And I managed to find out the hard way that the Elite won't take 185 profile tyres on the rear wheels without rubbing on the spring perches. That was an expensive mistake!
Otherwise April was a fairly quiet month, but now things start to heat up as we get into winter.
Yours truly needs to extract a digit and get all the calendar events we discussed at the committee meeting into full swing.
So, I'll try to do that between visits to Queensland where Gidget, our Austin Healey that is being prepped for Peking to Paris, has just finished being measured up for a full length bash plate. So I'm going up there next week to help Giles with some final fettling and hopefully a first run on the road. Very exciting!
Right, better get this to Tom so I don't hold things up any further. I hope to see you out at Tyre Kick and Coffee on 20th or at the sprints the following weekend at Eastern Creek.
Meantime keep safe upright and on the black stuff.
Pip pip,
Ashton

# From the Editor
# Tom Devitt



Well, isn't it great to hear the Australian national anthem at a Formula 1 Grand prix once again? I know F1 has lost a lot of its appeal, especially to the Climax / Cosworth tragics, but Daniel Ricciardo's win had a touch of old style excitement about it. Vettel's winning streak for this year came to an end at the Chinese GP in Shanghai. On lap 31, the safety car was sent out following the two Toro Rosso cars having a bit of a shunt, both of the Red Bull cars of Ricciardo and Verstappen plonked into the pits for new rubber. This gave Daniel the necessary edge and he was able to pass Raikkonen, Hamilton, Vettel and finally the leader Valtteri Bottas. His partner Verstappen has a bit of the 'red-mists' when he came off trying to pass Hamilton and then collided with Vettel. This win brings Daniel's F1 victories to six, his first one since Azerbaijan last year. "I don't seem to win boring races" Ricciardo was heard to say.



*Jim Clark weekend at Wakefield Park*

Thanks very much to our correspondents from Western Australia, seems like they have been having a fabulous month especially with their 'Super EMR to Manjimup and a welcome return to Alastair Browne's fly the flag rally, an always entertaining piece.

Of course, last month marked the 50th anniversary of the sad loss of Jim Clark on the 7th of April 1968 so we have a report of the Jim Clark anniversary at Duns as well as the HSRCA commemorative weekend at Wakefield Park.

Oh, and before I forget, Ashton has organised a visit to the Gosford Motor Museum on Sunday 20th May.

Meet at Thornleigh McDonalds at 8.30 for an 8.45 departure.

Or meet us at Gosford Motor Museum at 10.30 (particularly the LOST contingent)

Or pick us up on the route north up the Old Pacific Highway

No need to pre-register, we'll see you either at McDonalds or at the museum!

Tom



*Jim Clark Commemoration at Duns, his birthplace in Scotland*

# Chapman once again behind the wheel of a Lotus sports car

In an anniversary year, Jean-Marc Gales, CEO, Group Lotus has personally delivered the keys to one of Lotus' most advanced cars to Clive Chapman, son of Lotus founder Colin Chapman.




*Jean-Marc in the suit with Clive in the dodgy windcheater, and of course, the car!*

The new Evora GT410 Sport in Empire Green will travel the UK and Europe with Clive, Director of Classic Team Lotus. Preserving and promoting the history of the famous motorsport team,

Jean-Marc Gales, CEO, Group Lotus plc said, "With 2018 marking the 70th anniversary of Colin Chapman's first car, it's the perfect time for both us and Classic Team Lotus to join in celebrating the importance of the marque. The Evora GT410 Sport is one of our most evolved models yet remains true to the concepts of lightweight design, advanced aerodynamics and high-speed handling, exactly as Colin Chapman would have expected from one of his cars. It's fitting that Clive has chosen to drive one of the greatest and fastest cars that Hethel has ever produced.



Clive Chapman, son of the Lotus founder and Director of Classic Team Lotus, said.
"Remaining close to the Lotus sports cars of today is important to me and my family; to be able to appreciate just how far the brand has developed and how advanced the cars are is a privilege. I'm proud to be behind the wheel of a Lotus sports car and I'm looking forward to the miles ahead."

# Quokka Talk

BY: Steve Pretzel

**Big shoes to fill.**

Eddie Lankhorst was the first person I spoke to when I was toying with the idea of buying a Lotus.

I'm sure you all remember buying your first Lotus. You've lusted after one for years and now, finally, the stars are aligned. You either own a sensible car already or your kids have left home and taken the dog with them. Either way, two seats are now enough and one by one all the other practical objections fall away.

But there is still this one nagging doubt. What's it like to actually *own* one?

So you start reading road tests and forums. You get sucked down the vortex of Elise vs S2000. You hear the horror stories of bent tubs, of cracked clams, of Rover head gaskets. But, you also you hear the rapturous tails of alpine roads, of the Oxley Highway, the Old Pacific Highway. You watch a hundred YouTube clips showing how to get into and out of an Elise. How to put a Series 1 soft top on in the rain.

You have a friend with a Ferrari who bemoans the money pit he's bought. A Lotus is like a Ferrari isn't it? Will it be off the road more than it is on it?

But you persevere because, well because you've had this itch since the very first time you saw an S1 and you're not about to give up now.

And then you luck out. Somehow you stumble across an actual, live Lotus owner. Someone who tells you that they've actually been using a Lotus as a daily driver for years and no, they don't suck at that. And if you're really lucky this actual, live Lotus owner will be connected with a Lotus club and they'll invite you along to see a track day or have a drive with someone on a club run. And they'll patiently answer all your newbie questions and tell you all about lightness. They may even point you in the direction of a car they know that is for sale, by an owner they know who's a decent chap.

And suddenly this whole Lotus thing doesn't seem so far-fetched.

And I'm sure you remember standing in the garage or on your driveway, just standing there staring at this most exquisitely beautiful car that is sitting there. Your very own Lotus!

Fast forward eighteen months and you've immersed yourself in the Lotus culture. The evening 'meet n eats', the early morning runs, the track days. Your actual, live Lotus owner who helped you find your love of Lotus turned out to be the state convenor of Club Lotus; the route organiser; custodian of the walkie-talkies; writer of trip reports and general organiser-in-chief. And now he and his Lotus-driving partner are heading back east and he's looking for someone to handover to.

Of course you say "Yes".

And so it is that I write my first Quokka Talk, dedicated to my friend Eddie Lankhorst and his partner Vicky Rowe – both of whom will be sadly missed by the Western Australian Lotus community.

Thanks for everything Ed and Vicky. We'll do our best to hold things together over here while you're enjoying Victoria's high country roads, variable weather and over-zealous police.

# Super EMR – 'The Manjimup 1000'

**by: Steve Pretzel**

Our monthly EMRs are always popular, but in a state as big as Western Australia there is a limit to the roads we're able to get to in a single morning. The answer? The weekend 'Super EMR'. With Eddie Lankhorst preparing to head back to Victoria I had put my hand up to coordinate things here in WA, and as this was my first run I was keen to get the group down to enjoy some of the great driving roads in the South West of the State. So, for our first 'Super EMR' we selected Manjimup in the Southern Forests as the overnight stop.



*Lots of Lotuses - photo Ellie Hamilton*

The weekend tour would cover just under 1,000km in total, so was promptly titled: 'The Manjimup 1000'

Our travelling troupe included Eddie and Vicki Rowe in Vicki's 3.5 Exige, in a final salute to WA before upping stumps and moving to Melbourne (our loss; your gain), Steve & Bea in the Esprit, Wayne Proud and John & Robyn Edmondson in their Exige's, and Steve & Ali, Mike & Ellie, Paul & Caroline, and Alan and Karen in Elise's. We would be joined in Manjimup that evening by Andrew and Annie in Andrew's glorious V8 Esprit.

**Saturday March 17**

We departed from our usual starting point at Guildford just after 8.30am, stopping at Byford on the southern outskirts of the metro area to pick up Mike and Paul who lived south of the river.

First stop was Waroona, at the confusingly named Pinjarra Bakery. Getting off South West highway was a Good Thing, not so the several kilometres of gravel caused by roadworks, which we encountered shortly after turning.

The road from Dwellingup to Waroona gave us our first real opportunity to open up a little and feel some lateral g-forces. It's fast and flowing but with some tighter sections and elevation changes around Nanga Brook.



*Downhill run to Nannup - photo Ellie Hamilton*

After cake and coffee we continued southwards on South West Highway, through Harvey before turning left down Mornington Road towards Collie.

We were tempted to call in to the Collie Motoplex, where several Lotus club members were enjoying a round of the State Speed Event Series, but we also wanted to get to Manjimup before nightfall, so we stopped for lunch on the big deck at the picturesque Harris River Winery instead.

A quick detour into Collie for a refuel and we were heading south again, skirting Wellington Dam and stopping at the quarry for photos. Vicki and Wayne treated us to an Exige

exhaust-music duet, with the luscious sound reverberating off the high rock quarry walls. Not sure the birdwatchers and bushwalkers fully approved.

Our Grand Tour then took us through the scenic Ferguson Valley which, although quite dry, was still a beautiful sight. We drove straight through Gnomesville (we planned to stop here on the way back tomorrow) and found an unexpected gem in Brookhampton Road. Some roads just have a great flow to them and so it was with this one. Medium radius turns and lots of them, with a well surfaced road as a bonus.




**Just a little dirt to slow us down - photo Ellie Hamilton**

We popped back out on South West Highway at Kirup (famous - infamous? - for Kirup Syrup) and fifteen minutes later we had arrived at Balingup, the start of the jewel-in-the-crown Balingup to Nannup Road. This road is, in my humble opinion, one of the best driving roads in Australia. It's just over 40 kilometres of tight twisty stuff - with a 110 Kph speed limit!

By now most roads as much fun as this have been targeted by the fun police and have a 90 Kph - or slower - speed limit. It's as though this little pearler is just far enough out of the way not have been found yet, and I sure hope they continue to leave it alone!

After a regroup and rest stop in Nannup we pushed on through the tall timbers of Karri forests towards our final destination, the Kingsley Motel in Manjimup.

With just enough time to shower and change and we were in the bar for a very well earned pre-dinner drink, before moving to the dining room for an excellent meal.

**Sunday March 18**

The plan was to leave Manjimup at 08:30. In retrospect this was ambitious. Not that anyone over-imbibed the night before, but this was Manjimup time and deadlines don't apply in Manjimup on a Sunday.

Eventually, we were on our way, and after a refuel drove out of town on the South West Highway towards Bridgetown.




***Manjimup Day 2 - a Lotus at every bowser in town - photo Steve Pretzel***

The Balingup-Nannup road has a cousin: The Bridgetown-Nannup Road. We hooked into it, relishing the fantastic mix of hills, tight corners and fast sweepers that opened up as we left the rolling farmland and entered the forest. The final run into Nannup was a treat as we threaded our way down a steep hill with a series of left-right-left-right chicanes. The line of dancing Lotus must have looked awesome from the back.

One of the few roads we repeated during the weekend was - you guessed it - the Nannup-Balingup Road. This time we didn't encounter a single car travelling in our direction, and probably only two or three coming the other way. Pure driving paradise!

Having worked up an appetite we stopped in Balingup for morning tea before peeling left off the South West Highway at Kirup to take the Upper Capel Road. This was one that I had not driven previously and it was surprisingly good. Except for the cattle truck that didn't see the need to pull over and let a gaggle of Lotus past. We all eventually muscled past and the truck driver was probably regretting his lack of courtesy when we encountered a section of dirt road and the line of Lotuses now ahead of him slowed down to about 20 km/h. Had he let us past earlier we would have been long gone by the time he reached the dirt section. Karma.
Upper Capel Road joins the South West Highway at Donnybrook, so we back-tracked a couple of K to take the road back to Ferguson Valley. This time we stopped at 'Gnomesville' - so named because for over twenty years people have been placing gnomes in the clearing beside a roundabout. Today there are literally thousands of gnomes - of all sizes, colours and types - scattered around in groups and just going about their business. It was a good opportunity to stretch our legs, take some gnome-selfies and swap groan-inducing gnome puns.
But lunch beckoned and we were soon underway again. Briefly.
About five kilometres from Gnomesville I was about to peel into a left hand sweeper and suddenly, right at the entrance to the turn, were two bikers waving us down. They had set up emergency traffic cones to close the road and we soon saw why. Just around the corner was an ambulance, police car and tow truck. Looking up we saw the rescue helicopter hovering. Clearly, someone's ride had ended badly that day. It was a sobering experience and we automatically backed off as we back-tracked to Gnomesville.
So here's a question. You're lead driver and you're coming up to a roundabout. There's a motorhome on your left, waiting to enter. If the entire group was together we could have entered the roundabout and all exited before the motorhome. But you've got some stragglers in your group. Do you, a) Enter the roundabout and with the cars that that are behind you and just keep cutting laps, shutting the motorhome out until your stragglers have caught up and all the cars have entered the roundabout, or do you b) Wait at the entrance to the roundabout and let the motorhome in ahead of you so that the group can all enter together?
I chose the latter - and we all paid for it by having to sit behind the motorhome crawling along in double-white-line territory for many kilometres. Next time, no more Mr Nice-guy!
Lunch was at the Wokalup Tavern. The food was good, but we had to wait about an hour and a half for it which meant scrapping several of the final sections of the drive.



*The start of the Nannup to Bailingup Road - photo*

In the end, only Vicki & Eddie, Mike & Ellie and Ali & I did the final 'driving road' section of the trip, through Serpentine Dam and Jarrahdale. In the late afternoon Eddie, who was leading, called out over the radios to watch out for wildlife. Fifteen minutes later, within about 3 kilometres from the official end of the run, a large male kangaroo leapt at Eddie from the side of the road.
The roo hit the front left corner and smacked hard into the windscreen before flying ten feet in the air and landing on the road ahead of me. It was catastrophically injured so I despatched the girls to check on Vicki while Eddie, Mike and I euthanised the unfortunate animal.
Luckily Eddie and Vicki were unharmed, but the Exige will require a new windscreen and some front clam work. It was an unfortunate end to what had been a brilliant driving weekend.
And that was the inaugural Manjimup 1000. Two days of great weather, great company, great roads and of course, great cars.


*Brunch in Bailingup - photo Steve Pretzel*

# The 'Back to Basics' EMR

We had a colourful turnout of cars for April's Early Morning Run.
One Esprit, one S2 Exige, one S1 Elise, three S2 Elise's, one S2.5 Elise and four S3 Elise's.
We gathered, as usual, at 0800. The morning was a little chilly by Perth standards but with a mild, blue-sky Autumn day on offer there were plenty of takers. After the usual swapping of recent happenings and checking out each of the cars that arrived we took to the roads. This was the first regular EMR since WA convener, Eddie Lankhorst had handed over the reins, and just to prove how much we would all miss him Steve forgot the radios and there were no route sheets. So it was a 'back to basics', follow-the-leader type of run. All fine, except we missed out on the entertainment of Mike's constant prattle of puns over the two-ways!



*The Rollercoaster, steeper than it looks! Photo Ellie Hamilton*

As if they knew we were radio-less, the traffic lights were not on our side this morning. We managed to lose cars at almost every intersection on our way out of the suburbs, but after a couple of stops to let the stuck ones catch up we were on our way.




*Our colourful group waiting to cross the Great Eastern Highway Ellie Hamilton Photo*

John and Robyn Edmonson set the day's course and led the way in their pristine white S3. The line of Lotus ascended into the Perth hills, following some of the Targa West roads up behind Brigadoon, over the double dippers where you can't help but go full throttle with a huge Cheshire Cat grin, and on for a short stop at the Peter Brock memorial.



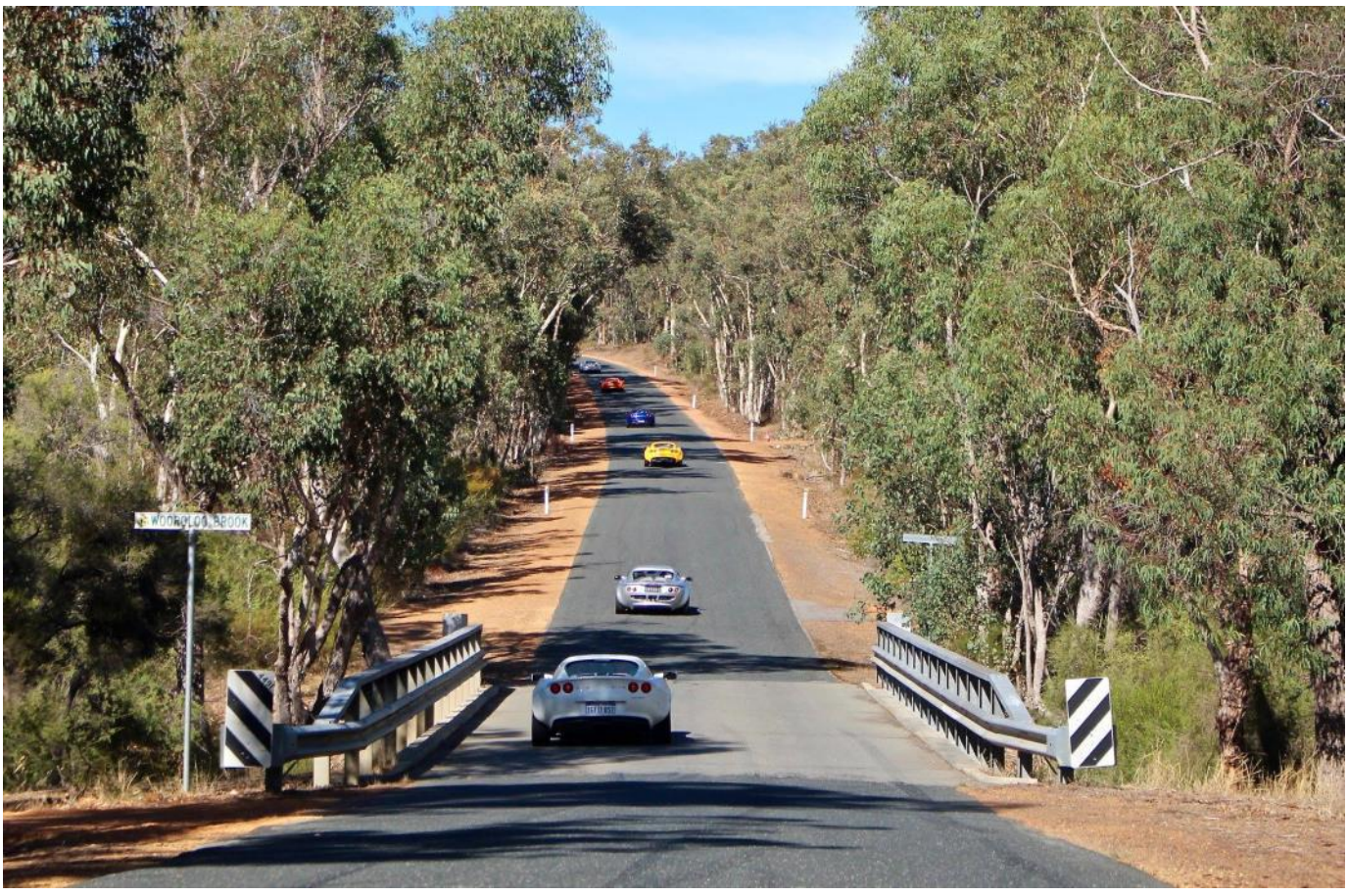
*A well earned cider at the Iron Bark Brewery Steve Pretzel Photo*

Our next destination was a pre-planned toilet stop at Chidlow.
We then followed the old rail line back towards Perth with the intention of driving through John Forrest National Park. But John turned left instead of right and there wasn't a safe place to turn eleven cars around safely so straight out to the main highway we went.
It took around five minutes to get all of the cars across the road and joined up so we could get on our way again.
We had a few kms to drive on the highway then turned off to follow a few more fun roads, before losing five cars at a roundabout without realising they were gone. A quick phone call from Ed and a couple of regroups and we finally arrived at the Iron Bark Brewery




*The Perth skyline Elise Style. Photo Ellie Hamilton*

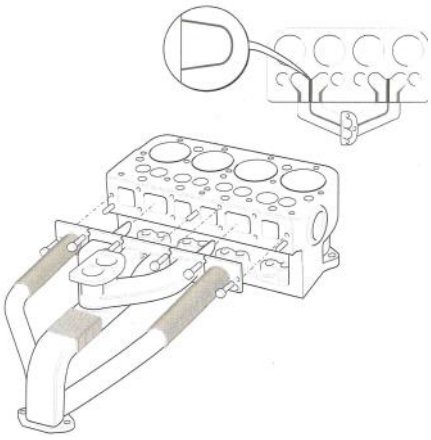
in the Swan Valley for lunch and a couple of ciders. The mango cider and the pineapple cider are unusual, but very nice.
Everyone seemed to enjoy the day and we're now looking forward to the next one.




*Woohoo at Woorooloo Photo Ellie Hamilton*

# RON UFFINDELL AND DEREK JOLLY, THE 2 AUSTRALIANS WHO IN 1951 ENSURED THE SUCCESS OF THE TINY LOTUS COMPANY

In early 1951, Derek Jolly a wealthy young South Australian set off to England with his girlfriend Pamela Strange. Accompanying them as baggage on the Otranto, was his own very special Austin 7 Engine and gearbox. An article in the Adelaide newspaper at the time said in part that "*his Austin 7 'is recognised as being the fastest car of its class in Australia…..Jolly received it as a gift for his 21st birthday and set about prepping it up to give the….motor abnormal power. He did this so efficiently with his own modifications, which are kept strictly secret, that the car was able to break a series of records….and beat cars of nearly twice its capacity"* The article went on to say . *"Jolly corresponded with members of the Austin and Light Car Clubs of Britain. When his letter mentioned that he had achieved a timed average speed….of 96m.p.h. was read, the British laughed openly at the claims which were much faster than the equivalent English results.* Hilarity aside, the article goes on to say "*This followed by an offer by mail from a British enthusiast, to lend him an ultra-light chassis of the latest design in which to mount his motor…."* The car on offer was a yet unbuilt Lotus III and the writer was Colin Chapman.



***Derek & Ron's modified manifold***

Derek Jolly was born in 1928 to Evelyn Penfold-Hyland and Ernest Edward Jolly. The mums' name gives it away, she was part of the Penfold wine dynasty. Up till the 1950's this was mostly cheap fortified wine or 'plonk', but they were moving into whites and reds for the table. This new direction led to experiments by Penfolds' chief winemaker, Max Schubert, who visited Europe following the end of World War II. It was the time he spent in Bordeaux that eventually led to the production of Penfolds' and Australia's most famous wine, "Grange Hermitage", later renamed "Grange". Derek worked for the company and is purported to have worked with the famous Max! However, his great hobby at that time, and for many years to come, was motor racing. In the early days he was helped and supported by the then Austin 7 expert and SA resident Ron Uffindell. Ron, known as the "Wizard, had lead a very active career in racing Austin 7's finishing 7th in the 1937 Australian Grand prix and 4th in the 1938 one. He and Derek realised that the limitation to getting more power out of the little engine was to desiamese the inlet of cylinder 1 & 2 and cylinders 3 & 4. Ron & Derek undertook this task and the original 2 port inlet manifold now split into a 4 port (with the insertion of a vertical steel strip down the center of each port and into the block to effectively make 2 inlet ports ). Additionally, a stronger and well balanced crank was added as well as, lots of serious inlet port polishing and lightened flywheel. The engine became a legend.



***Michael Allan's manifold, clearly all 4 inlet pipes are separately constructed.***

Back in the UK in early 1950, Chapman had met the brothers Nigel and Michael Allan, and more importantly their fabulous workshop attached to their house in Muswell Hill. Silver tongued Colin quickly talked his way into their confidence and their workshop quickly became the first Lotus 'factory'. When the Otranto docked in the UK, the crated engine went to Muswell Hill garages with strict instructions from Derek not to open it until her arrived.

Of course, Colin ignored this, and here history gets an attack of the wobbles! Almost certainly he and the Allan brothers, on opening the crate, saw immediately what the secret was and the spectacular advantage it would afford. Colin instructed Michael to set about replicating this. As it was, the brothers were a bit more sophisticated and constructed separate inlet manifolds which, with extreme accuracy, each pair were mated together to look like a single one. Loy, a popular metal filler at the time, was used extensively to disguise the join. Even though Derek realised Colin had stolen his idea they remained friends and in a letter to his mother, Derek states that Colin "*is building a third Austin for me which will be ready for the engine I brought with me.*" This was of course the car that Colin had promised Michael Allan but never mind, Colin never told Michael and the car never got built anyway.

By this time Chapman had decided that motor racing was the way to go (instead of mud-plugging trials) and with the success of the Mark III especially with Derek Jolly's engine modifications, the tiny Lotus Company was definitely on its way.

Of course Chapmans personality would not allow anyone else to be recognised for successful ideas or modifications. In one of the earliest published books on Lotus, Ian Smith's "Lotus the first ten years", Smith writes (based on Chapmans words) "*Colin had been working on an idea that suddenly come to him after a rather hectic Christmas party….that he must try and get as near as possible to a 4 port head… Suddenly, and probably hastened by a heavy intake earlier of much sherry trifle, Colin saw the way to de-siamese the inlet ports*".

Within a few short years, Derek and his 'giant-killer' engine had effectively been photo shopped out of Lotus history. When Colin Chapman's long time friend Gerard Crombac published his authorised biography in 2002 there was not even a mention of Derek Jolly

Despite all this, Jolly stayed friends with Chapman for many years and whilst he never got his car, he and his girlfriend along with the Allen brothers, Hazel Williams and even Stan Chapman (Colin's dad) had runs in the Mark III during 1951 with a goodly amount of success, especially at the Tewin Water Speed Trials.

Derek, back in Australia constructed his own car, a clubman type vehicle with an 1100cc Climax engine named the Decca Mk1. This little car under Derek's excellent driving, achieved superb results, far and above what would be expected of such a vehicle. So inspired was Derek, that in 1956 he commenced his second car, the Decca Mk 2. The design was inspired by the Lotus Eleven, which Jolly had examined on a trip to the UK some months earlier. Again, an enormously successful racing car, Derek towed all over Australia to attend race meetings, sprints and hill climbs with amazing results.

In 1958 he contested several rounds of the Victorian Hillclimb Championship; he was first in the 1100 sports car class at Rob Roy on 4 May, and again at Hepburn Springs on 18 May, but it was time to move on and up to a faster car. So he placed an order with Chapman for a Lotus 15 and, In a wonderful piece of coincidence,



***Derek at the 1959 Le Mans***

Derek raced his new Lotus (chassis 608) to 2nd in the 1958 ATT at Bathurst in October whilst Gavin-Sandford Morgan was 1st in class and 5th outright in the borrowed Decca Mk2 Climax! The Lotus 15 proved to be another great race winner in Derek's hands, but drama befell both car and driver at the Melbourne Grand Prix when a left hand radius rod broke away from its mounting. Kevin Drage, Derek's mechanic at the time reported '*The Lotus was extensively damaged. Derek took photos of the failed anchorage point and asked Colin Chapman to rebuild the car free of charge. Chapman agreed on the condition he could run* the 15

*as a factory entry at Le Mans in 1959. Derek in turn agreed on the condition he co-drive at Le Mans and retain the 2.5 litre FPF engine that was going to be fitted'.*



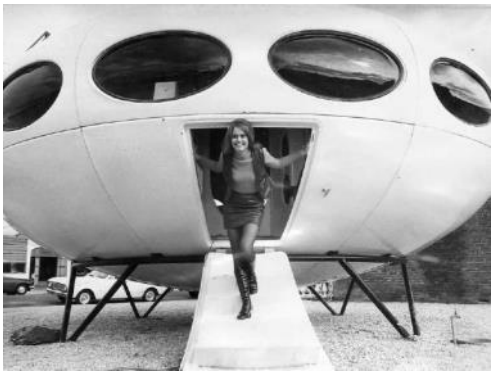
***Derek with his Lotus 15 waiting to board the Princess of Tasmania no the way to Longford in Tasmania. Note the Jaguar XK 140 Tow car***

The story then becomes a bit of a buggers-muddle as to how much of Chassis 608 remained when it was rebuilt. In Marc Schagen's book "Lotus, the Historic Sports and Racing Card of Australia" "*When '608' went back to Lotus for repairs and when stripped down, very little was left to salvage. They ended up totally rebuilding the car with a new chassis (number 626) and body and had it prepared for the 1959 Le Mans race where Derek Jolly co-drove with Graham Hill. The 2.5 litre blew up in the race ….while they were running in 12th place after 10 hours. A new 2 litre engine was fitted as well as the old chassis plate #608 and was returned to Australia landing in late 1959. The chassis plate still read 608 to avoid paying import duties a second time."*

Derek continued to race the car with great success and in 1960 had one of his greatest victories when he won the 24 lap Australian Tourist Trophy at Longford in Tasmania beating Doug Whiteford's Maserati 300S

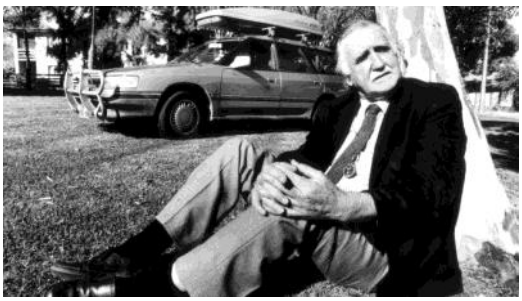
By now the Penfolds family were in the process of listing the company on the stock exchange and Derek was needed full time by the company. After the Penfolds float, Derek moved away from motor racing and the Geoghegan's in Sydney took over the Lotus franchise after Jolly relinquished it.

Derek's other activities included a restaurant and state of the art recording studio with the very best recording equipment available. He encouraged an open door policy inviting musicians and performers to use the studio to experiment. To enhance that, he imported the first Moog synthesiser in Australia He is also remembered for the 'Futuro' house, a flying saucer like round pre-fabricated building in Melbourne street Adelaide in the 1970's . It was originally designed as a ski-house, and was seen as a home of the future by Derek, eventually less than 50 were built. Derek's was relocated to a country site some years later.



***The Futuro home with unfortunately named model Trea Lillecrapp emerging from within***

Unfortunately Derek lost much of his fortune in the 1987 stock market crash. He and his wife Helen moved back to the Barossa Valley in 1996 opening a multi-media gallery and they were instrumental in establishing the annual Barossa Music Festival which is still held today.



***Derek in 1994, working out of his car***

During the 90's Jolly still appeared at the occasional car event, and was guest of honour one year at the Club Lotus Australia annual Easter get together.

Derek died in 2002, aged 74 as a result of injuries sustained in a car accident 12 months before when his stationary car was slammed into by an out of control driver at about 90kmh. He was also battling cancer at the time. It was a sad end to a man of many talents and one without who the Lotuses we drive today may never have been.

# Jim Clark legacy event in Duns is hoped to inspire future generations

Held over the 14th and 15th April, the Jim Clark memorial weekend at Duns signalled the start of work on a new £1.6m museum at the current Jim Clark Room.
Funding for the project has been a culmination of efforts by Scottish Borders Council, the Jim Clark Trust and Heritage Lottery Funding.
The new development will continue to be run by charitable Trust Live Borders.
Jim Clark's sister, Isobel Henderson, symbolically closed the current museum by waving a chequered flag before waving a green racing flag to give the go ahead for work to start on the new one.



*Jim Clark's sister Isobel Henderson closing the old Jim Clark room*

Clark's cousin, Doug Niven, a family trustee of the Jim Clark Trust, spoke on behalf of the family on what was an emotionally charged spring morning.
He said: "We will never cease to be amazed at how many people want to come and pay their respects to Jim and learn more about him.
"We look forward to a new museum celebrating the life and achievements of Jim and his legacy for Scottish motorsport to promote heritage, education and inspire future generations." The new museum will provide expanded exhibition space showcasing memorabilia, trophies and cars.




*Clive Chapman (Colin's Son) and Bob Dance (one of Jim Clark's mechanics)*

The current facility will shut on May 31 with the new one expected to open in late spring next year.
On Saturday Lotus cars, including six of Clark's own, lined Newtown street while VIP guests including Clark's mechanic Bob Dance, close friend Ian-Scott Watson and Clive Chapman, son of team Lotus founder Colin Chapman, were also in attendance.
The official ceremony was brought to a




***Classic Team Lotus brought a range of Jim Clark's race winning cars including the great Lotus Cortina's***

close with a piper's lament and a minute's silence. The anniversary programme then moved to Chirnside where a church service and an anniversary dinner took place.
CLA member Brian Caldersmith sent us a copy of a letter he received from Warren King one of Lotus earliest employees.

*Dear Brian*

*There were a lot more people and Lotuses in Duns than usual when the main street was taken over. Clive Chapman arranged a display of several Jim Clark cars and there were nearly 300 diners at the Dinner on Saturday 7 April. Alan Morgan said that there were another 150 requests for places. At the service in Chirnside Church many parts of the Funeral in 1968 were repeated and it was quite moving. Afterwards in the graveyard there were crowds of people and many more flowers than usual. The Chirnside community had arranged an exhibition in the Chirnside Community Hall and they had provided extensive memorabilia from 1968 including contemporary photographs and newspapers. It was all very interesting.*

*Best wishes*

*Warren King*







***A budding champion?***

# Fly the Flag Friendship Tour March 2018

**Alastair Browne**

Can I dance with you? You're the only person with whom I feel safe!" And that was during the Fancy Dress night from the 'Grande Dame' of the FtF, Pat. The one man band was playing all the hits for the swingers. All sorts of dance moves were going on, seeing most people were well over 60, from the old-timer's shuffle to the syncopated hip replacement gyration. The ladies were avoiding the fellas who wanted to go the grapple!



*Alastair aka the Rainbow warrior*

The RACV had chosen not to sponsor this event after many years and so it became the Friendship Tour organized by the ABCCI of Melbourne. What a great job they did, too. It was run by volunteers who put their heart and soul into making it the best ever tour and it was.

The NSW contingent met up at the Gundagai Motel on a rather warm afternoon on Friday 16th March. This motel is ideally located close to the RSL and moderately priced. The sledging and wisecracks started at dinner and continued for the rest of the tour. There was Bill in his immaculate 1981 XD Ford Fairmont Ghia ESP, Ron and Barb in their EH Holden, Allana in her Porsche SC and me and my bro Dr Chris in the 1980 XD Fairmont Ghia.

Next morning we started early for the long haul to Melbourne where it was hotter than a dead dingoes donger at the Essendon Motel which regrettably was run by people who had little English. A pizza deliverer looking like Omar Sharif came loaded with a huge bundle of pizzas which we downed with grape juice which was flowing rather freely.



*Auburn Speedster*

The next morning was the start of the tour and many of us had to wash the cars because trees had spread their filthy pollen. The wind was so strong it would blow a dog off a chain and, by the time we reached the breakfast venue, most of us had lost our Australian flags which were littered along the highway. Soon we were heading off, about 180 cars all over 35 years old. What a sight to behold! We set forth for Malmsbury where we enjoyed a warming coffee and cake.

Then on to the South Muckleford Cricket Club where the cars were all parked around the oval. The BBQ was terrific and then a slight spot of rain sent everyone scurrying to their cars and onward via some lovely country towns to Horsham. After Happy Hour, we ventured to the Lutheran Primary School for dinner. Happy Hour happened every night so we all seemed so much funnier to ourselves than to others.

On Monday, after a substantial breakfast, we drove off the dusty oval (just after everyone had washed their cars, of course) and headed for Coleraine where there is a great little car museum and chocolate factory. Lunch was at Merino, a tiny town, where we boosted the coffers of the local Mothers Club by over $2000. Then it was off to Mt Gambier but, look, what's happened? Our friends Kevin and Ken are stopped by the roadside in their Cadillac. Petrol, or the lack of it brought them to a halt. Fortunately, Bill had a jerry can so was able to top them up to get to the Blue Lake Caravan Park where I gashed my arm and Dr Chris did an amazing job as he calmly sorted it out (and dressed it for the rest of the week).



*The Blues Bros*

That night his Worshipfulness the Mayor, Andrew Lee, gave a very brief but amusing talk before we were entertained by the Dave Allen Duo.
Tuesday was a please yourself day so Bill, Kevin and Ken piled into my XD with my bro as well. There followed an hilarious riot of a day with jokes, tilting at windmills, yellow car spotting, local reporters and ribaldry as we visited Yallum Park, an historic homestead, and the tin pot town of Millicent, where it took 25 mins to serve 5 coffees – they are truly laid back people.. We also visited the Umpherston Sink Hole and Blue Lake in Mt Gambier. That night we were entertained by the Bronte and Suzanna Duo who were positively awful and totally unsuitable for the Swinging 60's crowd.
On Wednesday we crossed the border back into Victoria for a leisurely drive to Portland, a not insubstantial port town. The main loader was for trucks filled with wood chips. The truck with dog and driver were elevated on a huge ramp so that the chips could be emptied onto the stock pile from whence they were transported to the ships on conveyor belts.
On Thursday 22nd March Bill decided on a lay day to sort out some electrical problems whilst my bro, Kevin and Ken went on the historic Choo Choo train along the front followed by a visit to the Car Museum. After a splendid lunch organized by the Lions Club, we went to the local blow hole which was not working too well and the petrified forest nearby. We got back to the Caddie – no start. A gang of people from the tour and locals came to the rescue with a huge battery and attention to the starter solenoid. That night Dennis Tucker entertained us very well.



*Bill Bush as The Dice Man*

Friday we set off for Bendigo and a rather uneventful journey. We were all hot and bothered as we arrived at the Bendigo Park Lane Holiday Park. What a shocker, a dust bowl. Not a blade of grass to be seen, no Wi-Fi, no phone reception. Still, we prepared for the night of nights, the Fancy Dress Party. My bro and I went as the Blues Bros (again). We could not stop laughing all night. The Spanish dancer stole the limelight. I danced 'til my ticker said 'No more', to Gavin Lydell who has played at many a FtF evenings in the past. As usual, we sat on the singles table and were constantly in demand for dancing or thought we were (oh yeah? More like getting in everyone's way)
Saturday was a sad day as always as we set off for the Yarra Glen Racecourse. Just as we arrived, it pelted with rain. During lunch, there was prize giving and our good friend Allana won the President's Trophy, a richly deserved award. Fond farewells and air kissing followed. Then it was back to Albury for an overnight stop before venturing home to Sydney the next day.
Once again, a wonderful tour, meeting lots of friends and having an absolute ball. The XD went well, as did Bill's – thank goodness 'cos he had sweated buckets to get his car on the road for 8 months.

*Alastair Browne*

# 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!

# Peking to Paris Update – 30th March 2018

**Ashton Roskill**

Once again, since our last report, I am pleased to advise that we have made considerable progress – Which is fortunate because we are now some 3 months behind our original schedule of having the car running by the 1st January 2018! However, now at the end of March, we are getting tantalizingly close to being on the road, and when you consider the many unexpected set backs and delays we have encountered along the way due to the poor condition of the chassis and bodywork, the unexpected rebuilding of the engine and gearbox, and the many issues with obtaining correct new parts, we have not done too badly.



Shortly after fitting the engine and rebuilt gearbox, we found that the gearbox was jammed solid! We therefore had to remove it and return it to the people who had rebuilt it. It turned out that they had used too much gasket sealant and this had dropped down into the gearbox itself, and as it had just sat there for some 4 months, this had solidified, jamming the box. If we had installed the box and used it immediately there is a good chance we may not have had a problem, never the less this was a delay we didn't need!

We also had major dramas fitting the brakes because the wheel cylinders were slightly oversize and therefore the shoes wouldn't fit inside the drums. This entailed time consuming emails with the supplier Denis Welch, and in the end we machined the end of the shoes very slightly in order to fit them. Unlike modern cars where parts just bolt on, there are so many variations in parts used in older cars that filing and machining seem to be a normal part of the rebuild process.

Once the brake shoes were fitted, we then had dramas with the front drums – We had ordered 5 stud drums with the understanding that the later 2 ¼" drums we were changing to were all 5 stud, like the rear axle. Eventually we found out that the front hubs remained 4 stud, but even when we eventually got the correct drums in, we had to machine them because they wouldn't fit correctly.

At this stage we started to mend the cracks in the alloy front and rear shrouds, and found out that the green paint on the car was an enamel that couldn't be painted over without bleeding into any new paint. This meant we had to strip every drop of green paint off every panel, which delayed us considerably because it was very time consuming, and if we had known about this earlier, we could have been doing the work steadily over the preceding months. While this was happening, most of the mechanical and major body repairs had been finally completed, so on the 14th February we moved the car out of Classic Car Clinic, its home for the past 9 months, and back to my house. I only have a "normal" 2 car garage, so basically we had to move our own cars out and dedicate the entire garage to the Healey! The next month was spent stripping off layer after layer of old paint and bog, and then replacing the old bog (that was up to a centimeter thick in places!) with new bog, and sanding it until an acceptable finish was achieved. I have not done this kind of body work since I was in my 20's, so like everything else on this car it was a steep learning curve for me. I had a friend who has a paint and panel shop come over to inspect my work before I took it for painting, and he declared that he would be quite happy if everyone presented their cars to him in such good condition! An excellent compliment after an exhausting, messy, and frustrating month.





So with that I set off to find a suitable paint shop who could do the work as soon as possible – And Darran at Gold Coast Panel & Paint, who had painted the chassis a few months ago, offered to do it over the following 5 days, which was perfect. When I picked up the painted panels, I was stunned – Not only had they come up really well, but the Coronet Cream colour really sets off the classic flowing lines of the Healey, and with the black seats and interior trim, and using black rubber piping between the panels, it is really looking excellent. We are not looking for a Concours finish because we are about to take the car to the wilds of the Australian Bush and then across the Gobi Desert, and anyway Rally stickers will cover any bad spots, but overall the car is looking fine.

Meanwhile the minor (and almost daily) dramas continued with the water pump pulley fouling the housing, which entailed much time repeatedly machining and trial fitting the pulley until it was right and lined up with the crankshaft pulley so we can fit the fan belt. Then when I sat in the car, I realized there was no where to mount any of the rally instruments, so I had to fabricate a new dashboard section that I bolted in the centre. Having moved the wiring loom inside the cockpit (except for any wires going to the engine or front lights), we installed fuses, relays and a bus bar on the firewall so they can easily be inspected / repaired from inside the car. We also have a full separate switch box mounted on top of the gearbox housing that can be quickly unplugged and unbolted if required for repairs. An emergency cut off switch, and flip switches for fuel pumps, interior lights, spot lights etc. are all mounted on this panel, as is a voltmeter so we can monitor the alternator output and battery while running. Duel fire extinguishers are mounted on top of the switch box. Although all the lights etc. are not yet wired up, Steve from CCC (who had installed the wiring) came over and when we connected up the battery, every switch and wire went "live" in correct sequence – A very satisfying result after all the dramas and delays we had experienced with everything else !

As we write this, the rear wings, mud splash guards, boot lid etc. are all bolted on and finished. We are leaving the front shroud and wings off the car until we get the engine running, simply because it is so much easier to work on the engine with it all off. We are just waiting on an alternator bracket to be adapted to suit our new alternator, and then once the radiator etc. are installed, we will be ready to fire up the engine sometime in the next week or so. There are still a multitude of small items that need attention, but these can be done as we move forward, and even once we are on the road. The last two major items are to build and install a roll bar, and also build and fit a full length under tray to protect everything underneath.



It is certainly an exciting time – When you spend virtually all day and every day working on a project like this, when one gets this close to completion the anticipation really builds – As does the apprehension that all bolts are tight, all fittings are installed correctly, and that everything will work as intended! We are entered in the C.O.T. Rally out of Alice Springs in early August, so we will have about 3 months to make sure everything is working correctly. Once that is over, we have a further 6 months to amend anything that needs amending, repair anything that breaks, and to add anything we have forgotten before we head off for the Gobi Desert.

# Answer to last months "Now who Said That?"




Well, looks like I stumped everybody. No replies to this one, right or wrong. The answer surprisingly was Australian Frank Gardner

**"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"**

**Frank had a reputation that he could drive almost anything, so the other Gardner story I really love is about racing the unsorted Porsche 917 for the 1969 1000Kms at the Nurburgring. , to quote Frank,** "One day the phone rang. 'Hello Frank, this is Huschke von Hanstein. (Porsche's motor sport boss). We would like you to drive our new car at the Nurburgring ", Frank was reluctant and asked why the works Porsche drivers would not be driving it. "Our new car is not easy to drive!" Huschke replied. In reality, their contracted drivers just flatly refused to drive this unsorted car. Frank continues, "I went over with David Piper. He did one lap, came in and said that he was too young to die! It had no power below 5000 rpm, but over the next 1500 rpm you found another 350 bhp. I drove it like that throughout the Nurburgring 1000 Kilometres. It poured down all the way through the race, and it was snapping sideways and aquaplaning all over the place. It was bloody dangerous. I guess it was one of the few times that I was really scared".




# Now, Who said that

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



This months quote

**"Sometimes you have just got to lick the stamp and send it"**

OK This is easy, and if you are in doubt, it's not as old as it seems!!

Winner announced June

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

# CLA NSW 2018 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| **May** | 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 | 8.30 or 10.30 | 8.30 at Torrnleigh Macca's or 10.30 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 | Cocatoo Island |
| | | | | |
| **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 |
|---|---|---|---|---|
| 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 |
|---|---|---|---|---|
| | | | | |
| 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 |
| | | | | |
| | | | | |



*April Tyre kick & Coffer in Sydney. Unfortunately one car left early so is not in the pic. The Porsche owner is a member (and says he prefers his Elise to drive...). Thanks to Evan Jones for the photo*

# 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 calliper'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!
$ 93,969 ONO

Please see car sales for further photos

Robert Seiler 0447 683 118

# For Sale

For sale my 2007 Exige S, this car has been regularly serviced and enhanced by Chris at Automotion in Brisbane. It has approximately 89K on the clock and is currently registered until 5/2018

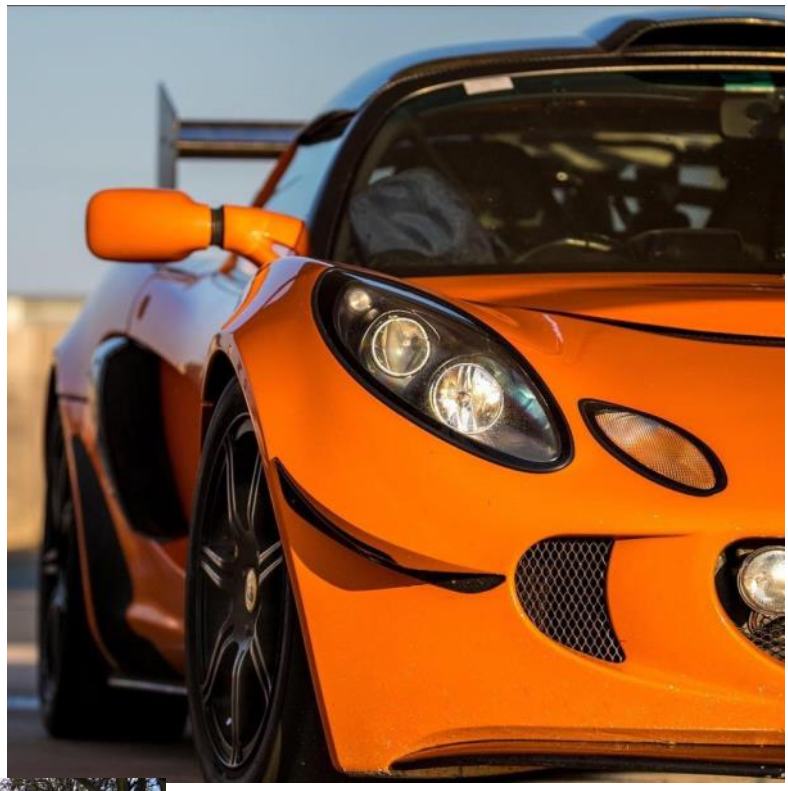
This car has been my pride and joy and I have spent in the order of $140,000 on it over the last 5 years.

It will be well recognized by many in the Lotus community and is one of the most sorted Exige series 2 cars in Australia.

No money has been spared in regular maintenance and it has installed almost every aftermarket item that Simply Sports Cars sell, to ensure reliability, safety, and performance.

I am only selling it to make room in the garage for a new Lotus Exige Sport 350 that my son and myself can use to compete in the GT Sports Trophy class in Targa's.

There are too many enhancements to list here and I welcome an email or phone call, so I can send the list to anyone that is interested in the car. Instead of buying a stock car and then catching a dose of update-itis, I offer the opportunity of saving a fortune on upgrades and getting to use a genuine weapon straight out of the box.






It has a Neil Trama "black" engine with 315rwhp that was fitted only 400KMs ago.

The car will be sold with black team dynamic wheels with Kuhmo V700 semi slick tyres fitted. On the down side the paint work in the front and lower side sills has lots of stone chips, which is common for a lotus that has been used as it was designed for by the manufacturer.

The Car has done a 1:04.9 around Wakefield in the hands of an average driver (me)

Also done a 1:26.2 around the 3K track at Morgan park (same average driver)

It is the most fun go kart on steroids you can drive.

Asking $66,500 Call Darryl on 0411075566.

(List of Modifications on next page)






**Body**
Carbon Fibre rear wing, SSC 5 element rear diffuser, Carbon fibre side scoops, Carbon Fibre roof, HID low and high beam headlight kit, Carbon Fibre front canards, Carbon Fibre side skirts, Carbon Fibre side sills, Carbon fibre door panels, Carbon Fibre Gearshift cover
BOE Clam hinge kit, newly fitted front windscreen, Front and rear tow loops
**Suspension**
3 way adjustable 46mm Nitron shock absorbers (full rebuild 18 months ago)
Eibach 850lb rear springs, Eibach 500lb front springs, SSC front sway bar, SSC rear toe links
EP lightweight steering arms (fitted to give more camber adjustment), SSC bushing kit
**Brakes**
Big Brake kit all 4 wheels, SSC upgraded Brake master cylinder, Brand new rear pads FERODO DS2500 (Front pads replaced 03/17)
**Engine and Mechanical**
Neil Trama "Black" engine producing 315RWHP (fitted new around 400km ago)
SSC TVS supercharger kit, SSC Chargecooler kit (rear chargecooler tank replaced 04/17)
SSC ECU, PWR triple pass radiator, SSC Fuel Surge Tank, including pump, BOE Oil Catch can
Battery isolator, 6 month old lightweight odyssey battery, Starter motor overhaul 09/17
SSC main gear shift cable' SSC crossgate gearshift cable' New Exedy Organic pressure plate and heavy duty clutch, Custom 500hp rated Monkey wrench racing axles, Monkey wrench racing E153 adaptor kit, E153 gearbox rated to 800HP, Kaaz close set ratio gears fitted to E153 gearbox, Mososo Baffled sump, SSC Baffled fuel tank, Near new SSC Titanium muffler
Near new SSC Headers' SSC low ratio steering rack, braided oil lines fitted to oil coolers
Oil pressure gauge, Oil Temperature Gauge, Boost Gauge
**Other items**
Fire extinguisher fitted to passenger front floor, Battery isolator, Schroth 6 point harness fitted to drivers side (seat modified for between leg strap), Rear harness bar fitted
Eliseparts Wheel stud kit, Alpine Bluetooth CDA-137EBT head unit, Video VBox lite fitted with analogue transducer for brake and throttle position indication, LED shift light



# 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**