February 2019



Chunky's Chatter

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



Inside this issue

- Elisa Artioli, granddaughter of Romano Artioli will be the special guest at Lotus 2019
- The Lotus 30 should it ever have been made?
- Mel Valdes takes on the story of Women's Motorsport Development Program (Part 1)
- Clarification of Historic and Conditional vehicle Registration

Club Lotus Australia
February 2019

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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO: Lotus Emotion: Design model for the development of the prototype Emotion.
Size:8.66in x 15.75in x 33.07 in. Story Page 12

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
CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact: John Barrass barrassj@gmail.com

CLA WA Contact: Steve Pretzel 0412 921 221, steve@px2.com.au.

CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

Lotus Club Queensland meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

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

Club Lotus Australia Committee

President: Ashton Roskill 0408 202 208, president@clublotus.com.au

Vice-President: Anne Blackwood 0413 22 11 23 , anne_blackwood@hotmail.com

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

Secretary and Public Officer : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au , motorsport@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Rob Costa (02) 9597 1470, robert@southhouse.com.au

James Chan.

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

Webmaster: Seth Reinhardt seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES@transport.nsw.gov.au , 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@bigpond.net.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au
Sevens & Sedans:

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents prattle
With Ashton Roskill



Welcome to February - already

I know I can't say it given it **is** February, but for all those I've not seen yet, I hope you all have a great 2019.

We have kicked off the year with a combined first Tyre Kick and Coffee and Committee meeting on January 20th; as a result of rolling them together, we had an even better turnout than usual.Thank you all for coming along, an dit was particularly good to meet new faces.

We also discovered that the cafe in Gough Whitlam Park is now closed, pretty much permanently as far as we can tell. So this month's TK&C will be at the following location:

The Incinerator

2 Small St, Willoughby, 2068

And if that goes well, we'll keep going there until someone comes up with an alternative.

Minutes of the Committee meeting will be published just as soon as I can get them written up, but the good news is that the membership continues to grow, the finances are in good shape, and we have lots of fun planned for this year.

The first big event of the beginning of this year has been the Bathurst 12 hour, and more to the point the very first **Lotus Only Track Day** where the only cars on the Bathurst circuit for the whole day were Lotus - over 100 at the last count, so possibly the largest ever gathering of Lotus in one place in Australia. Many thanks and congratulations to Mark O'Connor and the team at Lotus Australia and Simply Sports Cars for pulling this amazing event together. I'm sorry I was unable to be there, but my Eleven made a guest appearance in my place.

Before we know it, the first round of the CSCA championships will be upon us, brilliantly organised by our very own Motorsport Committee, and taking place on **Saturday 2nd March** at Wakefield Park.

For those coming down the night before, we will be gathering at the **Hibernian Hotel for dinner at 7.30pm on Friday 1st March** - address is 145 Auburn St, Goulburn. Phone number is 02 4821 3688. Please could you drop me a line or comment on the thread on Aussie Elises if you intend joining, as I have provisionally booked for 20, but if its going to be more than that, I need to let them know.

I look forward to seeing lots of you there for what is always a TOP event! And if you have never sprinted, but always thought it would be fun to try, this is THE most friendly and inclusive event you can imagine, so please feel free to get in touch with any of the Committee (details at the front of Chunkies Chatter).

And then we all head north in April for Lotus 2019, hosted by our lovely friends in Lotus Club Queensland, and with the special guest Elisa Artioli, after whom the Lotus Elise was named. If anyone want's to form up a convoy to head up there, do get in touch and we'll get a plan together, otherwise, I very much look forward to seeing lots of you there - I gather from the organisers that the NSW showing is, as always, tremendous, so thank you all for making the effort to support this event. It'll be a lot of fun, I am certain.

I need to flag now that, owing to the fact that I will be away from 27th May until 27th July competing in the Peking to Paris challenge, there may be a bit of a hiatus in communications over that period. Worry not, normal service will resume on my return in late July, and hopefully I'll have a few interesting stories to bore you all to death with. However, while I am away, there will be plenty going on still, and I just ask that you check the website and particularly the calendar even more often while I'm gone.

Right, better get this to Tom before he strings me up…

Keep it safe, upright and on the blackstuff,

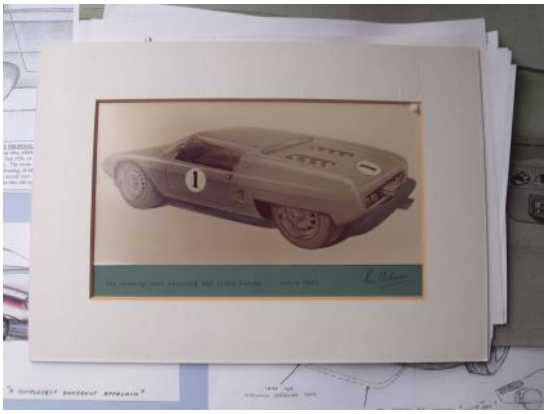
Pip pip

From the Editor Tom Devitt



This month we separately feature stories about a Lotus that probably should have been built but wasn't and about another one that was and probably shouldn't have. The Lotus Emotion and the Lotus 30.

There are 2 significant, and probably forgettable milestones in Lotus history this year and both involve Len Terry arguing with Colin Chapman and Chapman having a hissy-fit over Lola cars The first was 70 years ago when the Lola Mk 1 started creaming the Lotus Elevens on the track. The second was 55 years ago when Chapman was convinced that Lotus would be given the contract by Ford for what became the GT 40 but it went instead to Lola. In fact, Chapman delegated Ron Hickman to entertain the guests from Ford USA. Ron came up with a concept drawing and nothing much else. Eric Broadley's Mk6GT was a long way down the path that Ford wanted. Chucking his toys out of the pram Chapman came up with the less than successful Lotus 30. We will have a look at the 17 in a couple of months but this month we will take a look at the Lotus 30 and what went horribly wrong. My apologies to CLA Member Bruce Simpson who sent me some material in December. One was the December cover story which I neglected to thank Bruce for sending me, and the other related to the auctioning off of the Bertone stock after the company went bankrupt, which features on this month cover.



Ron Hickman's drawing of the concept GT 40 for Ford USA. The car later became the basis of the Lotus Europa

Many thanks to Melanie Valdes and her incredible article on the Women's motorsport development program she was heavily involved with. This is a 10 stage program that many of the males amongst us would almost certainly benefit from. A fascinating adventure with parts 1 to 5 in this issue and 5 to 10 in the March edition. Fantastic news from Lotus 2019 that Elisa Artioli, granddaughter of Romano Artioli and namesake of the Lotus Elise will attend Lotus 2019 on the beautiful Sunshine Coast as the event's guest of honour. Romano Artioli was the chairman of Lotus at the time of the Series 1 Elise's launch and named the car after Elisa, his granddaughter. I am told that there are not many spaces left so if you are procrastinating, take it from me, it will be a meeting to be remembered!



Elisa Artioli with her grandfather Romano Artioli

Before closing I just recall another Lotus milestone this year, in fact 55 years ago this month the last of the Lotus elites sold. Beautiful car that it was, Lotus lost money on every one sold. As the saying goes 'when your losing money on every car sold, an increase in sales isn't necessarily a good thing'. But help was already arriving, as the immensely successful Elan had already been in production for a year, and the company's fortunes were starting to look up.

Tom

Gerringong's annual Motor Fest car show 16th February

URGENT



Image thanks to Gino Valdes

The Lions Club of Gerringong's annual Motor Fest car show event is set for Saturday the 16th of February, 2019 and looks like a great opportunity for an early 2019 run.

Held by the Lions Club of Gerringong, the Gerringong Motor Fest invites collectable, performance and exotic vehicles to Michael Cronin Oval in Gerringong to put on a car show raising money for a cancer research project. Set early in the year, the event is a good opportunity to enjoy a run and catch up after the holiday break. It's also held on the same day as Gerringong's monthly market, which is fun to explore and makes for a good break from the cars (if you would ever need such a thing.)

Entry for participating vehicles is $5 to cover driver and passenger, with entry for all other attendees set at a very reasonable $5. The Lions Club of Gerringong is a not for profit organisation and all funds raised from the event will be provided to a to-be-determined cancer research project.

We've thoroughly enjoyed our previous visits to Gerringong and look forward to a good event in 2019. Read on for a few details from the Gerringong Lions Club, and please do reach out if you.

Prizes will be provided to vehicles in each category. Depending on the initial interest from car clubs and car groups we may this year for the first time make a theme of the event

The organisers have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that there vehicle is safe whilst parked. Entry for participating vehicles for driver and passenger is only $5 each to the vehicle participant/club member. A small charge of $5 will apply for all other people including the general public. Any additional donations would be most welcome for a very important cause.

Time is quickly running out so if you are interested in attending please contact Evan Jones quickly to reserve a spot

evanj@optusnet.com.au, EVAN.JONES@transport.nsw.gov.au , 0411103043.

Lotus bolsters its Senior Team with new Communications/PR & Marketing Directors

Group Lotus is delighted to announce two new senior appointments to its executive team, reporting to Lotus Cars CEO, Phil Popham.



James Andrew

James Andrew appointed Director, Communications & PR

Simon Clare appointed Director, Global Marketing

James Andrew joins from leading automotive and luxury communications agency, Influence Associates – the business he helped establish in London with veteran international automotive PR, Stuart Dyble – now among the most sought-after PR and strategy consultancies in the industry. Previous to this James held senior PR positions at Jaguar Land Rover and in the technology and EV sectors internationally. He joins the Lotus executive team as Director of Communications, effective immediately.

James Andrew, Communications & PR Director

Simon Clare is a highly experienced brand and product strategist and joins from Sunseeker International where he held the position of Marketing Director. In his 17-plus years as a senior marketer, Simon has worked for a number of the world's best-known luxury brands, including Bentley, Jaguar Land Rover and most recently, Sunseeker – where he played a pivotal role in re-establishing the iconic brand and turning around the business to be Britain's largest and most famous boat builder. Simon starts as Global Marketing Director on 1 February.



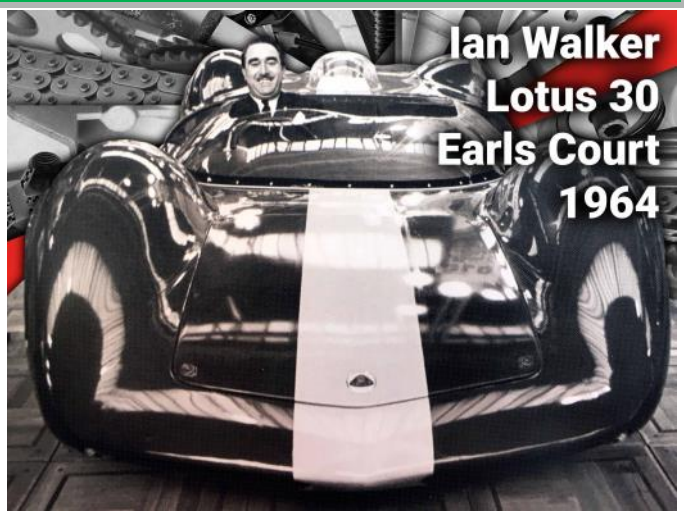
Simon Clare

Simon Clare, Marketing Director

Commenting on the appointments, Phil Popham said: "I welcome both James and Simon to the reinvigorated Lotus business. Their collective experience in the auto industry internationally, in the luxury sector and with British brands, provides Lotus with key new talent as the business and brand develop and expand into new horizons. Together, the executive team will take Lotus to new levels as a truly global business with a hugely exciting new range of products."

55 years ago Colin Chapman Launched his company into on of its biggest blunders, the Lotus 30

The Fifth Annual Racing Car Show organised by the British Racing and Sports Car Club and sponsored by the *Daily Express*, was held in the West Hall of Olympia from January 22nd to February 1st. 1964. It was the place where Colin Chapman launched his new giant-killer the Lotus 30



An initially ecstatic Ian Walker eventually struggled with the 2 cars he bought.

A sleek looking Sports Racing Car, the Lotus 30 would be a big seller in its class and Chapman felt that customers would be queued up to buy it. Added to this was the decision to make the chassis out of folded sheet metal meant that it would be very cheap to produce. But fed by the raging anger, fueled by the fact that he did not get the GT40 contract from Ford, Chapman was clearly not thinking straight. The car was a massive dud!

The chassis was the primary mistake. A good idea in principle was to use the backbone chassis which he adapted from the very successful Elan. Whilst its rigidity in the Elan was legendary, extrapolating this design into a wider, longer and immensely more powerful car was never going to work

Len Terry, who had been re-hired by Colin (After he sacked him over a disagreement about the Lotus 17 design) spotted trouble with the design straight away. "Colin Chapman gave me the scheme and asked for my comments," recalls Terry. Len studied it for two days and by the end produced a critique covering two foolscap pages. Well..!! you might as well ask Silvio Berlusconi to keep his pants on, Chapman was livid and agreed with only one minor change that Len suggested. A very fed up Len Terry again sailed very close to the wind when he told Colin "somebody else would have to draw the car because I didn't want my name attached to it."

There was also another very little known factor involved with the design and development of this car which hobbled its success. Lotus was intending to use it as the basis for their next 5 projects. The second was to be the same car fitted with a 1.6L twin-cam, the third and fourth were to be road going versions of the first and second. The fourth became the Lotus Europa and the fifth became the Lotus 47. Whilst Chapman claimed credit for this, there is a fair amount of evidence that Ron Hickman was heavily involved. In fact, it was Ron at the Lotus factory, who hosted the Team from Ford USA who had come looking for a British manufacturer to design the LeMans winning GT40.. Whilst Lotus had absolutely nothing solid to offer, Hickman drew up a design for them of such a car. Looking at the drawing, you could be excused for immediately identifying it as a Europa. In fact, this was the drawing that served as the basic shape on the Europa.

Initially, sales of the Lotus 30 were OK, Series 1 sold 22 cars, probably a fluke since its main competition was the McLaren M1A but this was still in development and over at Lola, Eric Broadley was knee-deep in the development of the GT40.

So apart from the unsubstantial chassis, what else was wrong with the car? Well, simply, it was never going to be a racing car:

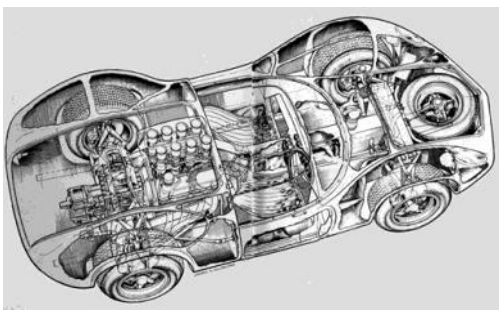
- The first chassis cracked continuously and invariably had to be hurriedly returned to the factory overnight and repaired and re-welded for the following days racing.
- Because the body was one-piece fiberglass, access to the suspension meant jacking the car up and removing the wheels. If you are trying to set up a car at a circuit this is sheer agony.

- The use of 13" wheels rather than 15" meant it was terribly under-braked. The first disks were inadequately small, not ventilated, and were largely ornamental. Additionally there was no cooling air flow as there is in an open wheeler. Chapman eventually and reluctantly was fitted with 15" wheels and ventilated disks.
- The way the rear suspension was designed, meant that the suspension tower was removed and refitted every time an engine or gearbox was changed. It then followed that the whole of the rear suspension geometry had to be reset also.
- The hydraulic master cylinders along with the balance bars were tucked away inside the front chassis box. To get access to these, the mechanics hands were placed down 2 access holes. Of course once the hands were down there, any vision of what the hands were doing disappeared.
- Additionally, this front member was not wide enough to give the front wishbones enough base. This resulted in enormous torsional loads on this section. With an already flexing chassis the additional flexing didn't do anything to enhance what was hoped to be the legendary Lotus handling.
- The sleek body design was really a pit-bull in a bucket. The large front wheel guards coupled with a very low nose was a recipe for front end lift. The proof of this was the fact that most of the cars sold, immediately began sprouting spoilers at the front and rear.
- The inadequate chassis additionally was crippled by a kink at the start of the engine-bay fork. This was a serious weak spot and inevitably cracked and, of course, its location proved a bugger to repair. (Len Terry spotted this immediately).
- For all the good ideas regarding how easy the car was going to be to assemble, it proved not so. Even when production flow was sorted out, each car still took over 600 man-hours to build
- The rush to get the car to the buying public meant there was dangerously little development time and the car was released far too early whlst it was still a dog with fleas.
- Finally, the Lotus factory was simply completely overstretched. In 1964 they had 6 independent racing programs on the go. There was Formula one (3 cars), Formula two (3 cars), Indianapolis (4 cars), Lotus Cortina USA Racing team (4 cars), Lotus Cortina UK Racing team (4 cars) and Sports Car Racing, of which the 30 was the unfortunate representative.

The Lotus 30 Mk 2 addressed many of these faults but sadly not all of them. With only 8 cars built the car segued into the Lotus 40 but still the troubles persisted. This car only did 2 test sessions and 3 races before it was abandoned. The first of the test sessions was driven by Jack Sears. In a 2010 interview with MotorSport Jack recalls "The Lotus 40 had a 5.3-litre engine and was certainly quick, but I didn't like it. It was very twitchy. Ritchie Ginther memorably said it was the Lotus 30 with 10 more mistakes, and I don't think Jimmy could make much of it, either. At the end of September, I did a Lotus test at Silverstone. First I drove Jimmy's Indy-winning Lotus 38 four-cam, then we started tyre-testing with the Lotus 40. After several stints I came up to Abbey Curve on the old GP circuit, probably doing about 150mph, and I started to drift towards the grass. I woke up in the ambulance going to Northampton Hospital. My left arm was almost severed when I was trapped under the overturned car, and the header tank split and covered me with scalding burns which became infected." It took many months for Jack to recover, before he realised that, aged 35, his racing career was over.

The second test driver was Frank Gardner. Frank recalled the time in his dry laconic style "It wasn't too bad really, there was nothing seriously wrong, it just adopted a slight nose up attitude…like about 15 degrees…and with about a foot between the front tyres and the tarmac. The steering did feel a little bit light."

In its last race it was driven by Jimmy Clark in a 75 car field. He struggled with a car that most drivers would have abandoned and even finished in second place. Car and Driver reported Jimmy's drive. "His brake pedal was going to the floor and the car handled abominably rolling like a ship with her rudder shot away…..The front end was lifting so badly he had to bang on the brakes just to see around the next turn" This was to be the final insult. If Clark couldn't win even one race, Chapman, looking through the mist of self-righteous hindsight, decided to abandoned the car along with his venture into Sports Car Racing.



Cutaway drawing by Malcolm T Firth

LOTUS 2019



QUEENSLAND

Join us on the beautiful Sunshine Coast
25-28 April 2019



Concours, awards dinner and accommodation at Mantra Mooloolaba Beach

Enjoy the wonders of the Sunshine Coast and a delightful hinterland run

Optional Speed and Happy Lap events at the famous Lakeside Raceway

Bookings will be live soon. More info at:
www.lotus2019.com.au



Mantra Mooloolaba Beach is right on the waterfront and on the doorstep of Mooloolaba's best restaurants, cafés and shopping. Step out of your front door and you're on the Esplanade and in the thick of it all. The resort is equipped with an observation deck leading onto an outdoor pool, spa and gazebo, a sauna and a fully equipped gym.

It's been a long wait since the magic Lotus 2017 in Victoria, but it's nearly time to get the gang back together for our biennial celebration. Lotus 2019 will be hosted by Lotus Club Queensland & see the national Lotus community gather in the beautiful Sunshine Coast from April 25 to 28 for social events, car runs and motorsport.

The event will be based around the Mantra Mooloolaba, with activities held in the Sunshine Coast, including a Concours d'Elegance, magic Hinterlands fun run, and speed and happy lap events held at Lakeside Raceway.

Proceedings will open in relaxed Queensland style on Thursday the 25th of August, (Anzac Day) with drinks on the Mantra Terrace followed by a barbecue welcome dinner.

A track day will be held at Lakeside Raceway on Friday the 26th, with barbecue breakfast and lunch provided. If you're not feeling so inclined, Friday will be a relaxed day with a lunchtime gathering. After the day's activities everyone will gather at the Mooloolaba Surf Club for dinner.

Saturday sees the event kick into top gear, with the spectacular show 'n shine and Concours d'Elegance held at the Mooloolaba State School Oval. There we'll enjoy a picnic lunch by the lakeside at the Mooloolaba State School. From lunch we'll set out on the fun run to explore three optional Hinterland routes, followed by drinks, canapés and dinner at the Mantra.

On Sunday, it will be time to prepare to go our separate ways. The option of a tour of the Bowden's Museum in Buderim is being explored.

Further details will be made available shortly, as will registration for the event. For now, head to the Lotus 2019 website to register your interest, and take some time to explore www.lotus2019.com.au for more detail and the most up-to-date info. If this technology is all to daunting there is a booking form at the end of this newsletter.

Lotus 2019 is proud to announce that Elisa Artioli, granddaughter of Romano Artioli will be the Guest of Honour at Lotus 2017 celebrations in late April



Elisa Artioli, granddaughter of Romano Artioli and namesake of the Lotus Elise will attend Lotus 2019 on the beautiful Sunshine Coast as the event's guest of honour.

Romano Artioli was the chairman of Lotus at the time of the Series 1 Elise's launch and named the car after Elisa, his granddaughter. Travelling around the world to attend Lotus national events, Elisa has developed into a well-loved ambassador for the Lotus marque and commands an impressive knowledge of the Elise's history. Over the 25th to the 28th of April, she'll travel from Munich to attend Lotus 2019 as the guest of honour.

In other important Lotus 2019 news, the event is nearing capacity with just 22 places remaining! For further details and to book a place, head to www.lotus2019.com.au.



Cover Photo

LOTUS Emotion: Design model for the development of the prototype Emotion. Size:8.66in x 15.75in x 33.07 in.



Designed in 1990 by Bertone, the Lotus Emotion was an Esprit-based concept car. It would use the Esprit, turbocharged 2.2-litre engine with 264 hp and 261 lbft, five-speed manual gearbox with rear-wheel drive, but it never happened!
However, let's take a step back and have a look at the story behind its appearance. The Bertone design company had been famous in Europe and especially Italy for its elegant and flowing automobile designs. It was founded in 1912 by Giovanni Bertone and designer Nuccio Bertone took charge of the company after World War II and finally it was managed by his widow Lilli Bertone until it was declared bankrupt in 2014. The company originally created the Emotion as a design proposal for what was to become the Bugatti EB110 supercar. However, their design was rejected in favor of Marcello Gandini who was selected as the man in charge of drawing the Veyron's predecessor.

Bertone then looked around for other luxury/sports car manufacturers who may be interested in the design. In 1991, putting a couple of Lotus badges on the concept they then approached Lotus in what was a somewhat far-fetched attempt to convince Lotus Cars to use it as foundation for a new Esprit. Sadly. once again, it didn't make the cut. The concept featured a speed dependent "variable attitude" aerofoil and flush glass all around. It was shown at the Detroit International Auto Show as the Bertone Emotion.
Although it was designed to accommodate the hardware of the Esprit, in reality the Lotus Emotion was not a functional concept. In theory it would have been able to reach 100 Kph in five seconds have a top speed of 273 Kph, but it was simply going to be too heavy to even approach this.
Facing bankruptcy, Bertone ceased operations in 2015 when the concept and this design model were auctioned together with 78 cars that were on display at the company's official museum. Bidding started at €2 million for all 79 cars, with the Automotoclub Storico Italiano (ASI) making the winning bid at €3,445,182. At the same auction, the Bertone brand was also up for grabs for €3M, but it failed to sell. However, it finally did sell at a later date to an undisclosed buyer for €2.6M (€3.48M after taxes).
Thanks to Bruce Simpson for the link for this article.
(by the way, what do you recon Lotus would have charged for a replacement windscreen!!).



SA Lotus Torque

An occasional contribution from our South Australian correspondent. Andrew Stevens

SA Lotus Christmas Bash

As the year drew to a close, and the weather warmed in preparation for Christmas, the need for a blast across the Murraylands from Adelaide to Younghusband once more settled upon the SA Lotus community. With Richard and Heather Knight once again offering the use of their balcony overlooking the mighty Murray, we wended our way north to see the benefits of the environmental flows being delivered by the Murray Darling Authority, and break bread (and open a few Stelvio caps) in pursuit of peace to all men, and pursuit of the perfect cornering line. Our destination, perched between the open expanses of the Murray River and the bush of the eastern bank is a seriously idyllic spot, and we are grateful for Richard and Heather's willingness to share their little stretch of heaven with us.



You'd need these glasses too if you'd been partying till 3am !

Thanks to Chris Burton's excellent organisation and route planning, everyone actually made it to the destination this year (apart from the recalcitrant who was 10 ½ time zones away – a feeble excuse). The somewhat unseasonal SA weather continued its wayward trend, with somewhat overcast and cool conditions – perfect roof off weather for those who could.



Spectacular views over the mighty Murray at the Lotus SA Christmas bash

After departing the Sikh centre, Chris had mapped out a convoy route, with the obligatory coffee stop along the way, arriving at Younghusband in plenty of time for socialising before lunch. The vittles and lubrication essentials were quickly extracted and before long the barbeque had been cranked up to provide the motive power for lunch.

Chris regaled the ensemble with stories of extracting the Exige from the wilds of Mallala (it's boring staying on the black stuff!), while Joe and Rich Cave confessed to having been partying the previous night. Despite the boys showing off their Lotus polo shirts, Jan Hopper kept herself rugged up awaiting proper hot weather (all that time in the tropics really does spoil you Jan). David and Edwina thought that the weather was super, being not too hot to challenge the cooling limitations of their English climate Lotus Cortina.



The Lotus SA crew tuck into BBQ lunch at Christmas

In keeping with "bash" mentality, our local Lotus dealer DB Motors sponsored the raffle, with Dealer Principal Tim Pitt sending all the SA Lotus community his best wishes, and the hope that you'll all book your car in for service at Main Rd Medindie in the New Year.

All too soon, the snags had been burnt, steaks cooked to perfection, lap times lowered, salads tossed, rwhp inflated, and afternoon naps consumed. The original plans for some skiing fell foul of time and non-ideal conditions but in the Christmas tradition, "it's the thought that counts".

A huge thanks to Richard and Heather for once again hosting the mad bunch of Lotus owners, to Chris for his impeccable organisation, and to Tim Pitt and DB Motors for their ongoing support.

Photo's courtesy Chris Burton.

Starting 2019 – Our January run kicked off the year in style

While January is usually a slow start, this year was the exception with over 20 cars rolling up for our 1st congregation for 2019. It was great to welcome three newbies to the run, and see the latest additions to Lotus in SA (two Elises, an Evora, and a Caterham). Obviously finding the Sikh Centre carpark at the bottom of the SE freeway isn't quite as easy as we thought, as we watched one of the new arrivals sail past, before reappearing 10 minutes later after a run up and down to Crafers. At least you'll know the place next month Ed. Our apprentice Lotus owners, the Tye's, brought their Aston and their sense of humour. It's OK, the upgrade to an Evora is still achievable.

After an extended New Years' catch-up, admiring all the new machinery, and with the lycra crowd out ahead of the TDU, we headed off to Strathalbyn. It's one of our favourite destinations, with a beautiful drive through the eastern Adelaide Hills, a picturesque destination, superb weather and a convoy of Lotus headed for coffee and morning tea. With 20 cars in the carpark, the exodus up the freeway towards the hills was a spectacular affair. If only our photographer had remembered his camera.

All British Day Sunday 10th February

February in Adelaide means the annual All British Day at Echunga in the Adelaide Hills. This is one of the year's highlights, and the Lotus display is always the most vibrant and popular. The ABD committee do a wonderful job and this year is celebrating British Motorsport Heritage. There'll be a full report next month.

Ghost Mushroom Run

CLA Sydney and Anne Blackwood are organising a multistate run, with a destination in the South East of SA to visit Coonawarra and the Ghost Mushrooms on May 30/31. We're planning a reciprocal run on Thursday/Friday May 30/31 and the June 1st weekend to meet up with the tourists. More details soon.

Sunday Runs

The SA Lotus community gets together at the Sikh Centre carpark at the bottom of the SE Freeway, near the tollgate, on the 1st Sunday of every month. Anyone with an interest in Lotus is welcome to come along and say hi, or join in the subsequent drive. Whether you want to show off your new toy, seek out some advice, or just share the moment with fellow enthusiasts, you're all welcome. It's very informal, but please remember to park up at the top end of the carpark to avoid upsetting our hosts. Meet up by 9:00am and join in the fun.

Happy Lotusing

Andrew Stevens

CLA SA Delegate



Chris Burton and Rich Cave leading the singing at the Lotus SA Christmas bash while host Richard Knight contemplates the view



David and Edwina Baird brought the only steel bodied Lotus to the Party

Fantastic turnout for January Tyre Kick and Coffee at GW Park Tempe






871 ELAN
DPZ 45R


87112 H



2018 Women's Motorsport Development Program (WMDP) *By Melanie Valdes*

My journey with the Women's Motorsport Development Program began on the Aussie Elises forum, when Drew Lydon suggested it to Gemma Gibson.

Rachelle Wilson, Program Director, established the Women's Motorsport Development Program (WMDP) to take the intimidation out of motorsport for women. The WMDP is a ten-part program run over five months which takes participants through various aspects of club level motorsport. It includes an L2S CAMS license as well as the first year of club membership with NSW Road Racing.

At the end of the program participants can enter supersprints, motorkhanas, hillclimbs and regularity events with confidence, knowledge and event readiness. The program is sponsored by the NSW Road Racing Club, Women of Australian Motor Sport (WAMS) a CAMS initiative, Sydney Motorsport Park, ARDC and Northlakes Wellness Practice.

Never to pass up a great opportunity, Gemma cast the net out wide to all the women she knew who had an interest in motorsport. Keen to develop my motorsport skills, and with Gino's support to lend me his Exige for the program, I was in!

PART ONE: MEET & GREET

31st March, Sydney Motorsport Park

The program kicked off with a meet and greet at the NSW 6-Hour Regularity Relay. We met our driver trainers and the other twelve participants in the program.



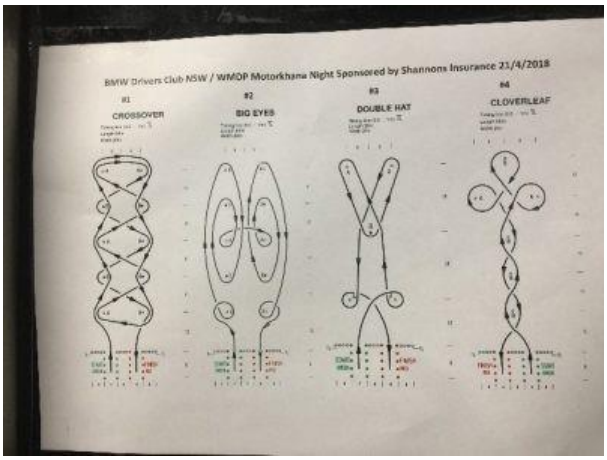
A diverse group of ladies took part from different walks of life and locations including the Central Coast, Newcastle, Canberra, Hunter Region, Lake Macquarie and all over Sydney. Alexis, just 14 years old, drove a Subaru Impreza, Claire and Chloe, a mother daughter team, shared a Porsche Boxster S, Renee, a young mother from Glenmore Park, drove a Nissan Pulsar, Karen in an Mitsubishi Evo 6, Varvara drove an MX5 and does all her own mechanical work, Olivia, 16 years old in her Dad's VZ Holden Commodore, Jess driving a Subaru WRX, Amanda with her Porsche Boxster, Trace in her Renault Megane, Liz in her Holden Torana, Karena with her BMW 318iS and Irene from the Coast with her Ford Falcon XR8.

I was very lucky to be paired with Bec as my driver trainer for the program. She was amazing and strategically methodical and structured in her approach. Her entire family is involved in motorsport – she was driving her mum's car on day, due to mechanical issues on her own race car. Her brother is also an active competitor and her dad is the family team mechanic, but for many years competed in motorsport. Being on the track for them was a big part of the family spending time together. It was such a joy meeting her and the family.

We met many members of the NSW Road Racing Club and most importantly, many other female motorsport competitors. We also had the opportunity to do a passenger ride on the day with our trainers.

PART TWO: MOTORKHANA TRAINING

PART TWO: MOTORKHANA TRAINING



21st April, Sydney Motorsport Park Skid Pan

Motorkhana training was hosted by BMW Drivers Club President & Motorkhana Director, Alex Wong. During the training we were provided with the patterns, specific instructions on key skills to focus on and given a demonstration of how to use (or not use) our handbrakes. Alex also provided in-car training during the evening event.

We lined up and did each run in parallel pairs. We tested our skill, courage and judgement to successfully handle our cars around the various cones and memorize the driving patterns.

PART THREE: DRIVER TRAINING

19th May, Wakefield Park Raceway



This would be our first experience of driver training on a circuit. The event was hosted by the Track Day Club and included a dedicated group session for WMDP. It offered a full day with high performance driving trainers Barton Mawer and Emily Duggan.

We started with a track walk, which helped us build a better understanding of the circuit's layout as well as best practice principles for entering and exiting each turn. We then had tailored sessions with in-car mentoring that helped to develop our skills and confidence levels.

We also covered the basics of driving on the track with theory lessons and question and answer sessions with Bart and Emily between our group's sessions.

PART FOUR: SUPERSPRINT TRAINING

27th May, Sydney Motorsport Park Druitt (North) Circuit

This event was hosted by the NSW Road Racing Club. It was our first Supersprint event and our entry point into competitive motorsport.



There were over 80 cars at the event and we had a dedicated WMDP group session. It was an opportunity to meet people from the broader motorsport community, which was great.

We were given in-car mentoring for every session, and also learned about paperwork, scrutineering, driver briefings, the volunteers, safety protocols and everything in between.

Supersprints give people the opportunity to drive their road registered vehicle on a race circuit under competitive conditions. Competitors take to the track in order of faster to slower with the goal of maximising clear air and minimising the need to overtake. Each competitor's aim is to set the fastest lap compared to other cars in the same class and it's a competition against the clock rather than for track position.

PART FIVE: OFFICIALS TRAINING

17th June, Sydney Motorsport Park

Motorsport events cannot happen without officials, who ensure the safety of everyone at the circuit as well as the smooth running of events. The vast majority of officials in club level motorsport are volunteers, and participating as an official is a great way to contribute to our sport.

Our officials training consisted of a mix of scrutineering, admin, flagging at different points around the track, race control, start finish line, marshalling and timing. We had a schedule for the day rotating in pairs between posts every hour.

The objectives for the day were to:

- Gain a full understanding of how important officials are and the roles they fulfill
- Learn what goes on behind the scenes at an event throughout the day & learn the reasons informing the instructions you're given as a driver
- Learn how to flag
- Broaden our knowledge of competing in motorsport events
- Earn a CAMS Accredited Official's License

The process of becoming an official is a simple one, and it's a great way to learn the rules of motorsport, which in turn will help you as a driver. It was a great experience and we were taken aback by the dedicated passion and commitment of the volunteers we met.

Some of the ladies (including our CLA Gemma) enjoyed it so much they returned the following weekend to volunteer at the State Championship event at SMP.





NEW CSCA CLASSES COMMENCING 2019 SEASON

CSCA Class Tables for 2019 r1

	Class AB	Class CD	Class M	Class P	Class R	Class S
Preamble	**Classic Performance Cars & Modified Classic Road Cars Pre-1986** & run-on classic road cars with limited modifications permitted	**Pre-1986** & run-on classic cars that are generally prepared for competition	**Production road cars Post 1985** Excluding 4WD Turbos[1]	**Post 1985 modified and performance road cars** & pre- '86 cars with post- '85 performance upgrades Excluding 4WD Turbos[1]	**"Competition Cars"** *production race cars, closed and open* & 4WD Turbos[1]	**"Formula Libre"** *Open-wheelers, clubman and other kit/limited production cars*
Road Registration	Required	Optional	Required	Required	Optional	Optional
Bodywork	Standard appearance & materials. Guards maybe pumped but additional flairs not permitted. Aero screens not permitted Std aero devices permitted	Standard appearance with following modifications allowed: Removable panels free. Flared guards permitted. Aero devices permitted Soft tops maybe removed	Standard appearance & materials. Guards maybe pumped but additional flairs not permitted. Aero screens not permitted Std aero devices permitted	Standard appearance with following modifications allowed: Removable panels free. Flared guards permitted. Aero devices permitted.	Free	Free
Interior	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Free	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Free	Free
Engine	Replacement pre-1986 engine from same vehicle manufacturer with same number of cylinders and materials as original/optional permitted.	Replacement pre-1986 engine from same vehicle manufacturer	As original Reconditioning allowed Exhaust free.	Replacement engine from same vehicle manufacturer with same number of cylinders and materials as original/optional permitted	Free	Free
Induction	As Original Air filters free	Carburettors free Any pre-1985 fuel injection system offered by vehicle manufacturer permitted Aftermarket forced induction allowed	As Original Air filters free	Injectors free EMS/ECU modifications permitted	Free	Free
Transmission	Gearbox Free. Original LSD permitted	Gearbox Free LSD permitted	Gearbox Free. Original LSD permitted	Free	Free	Free
Suspension	As original plus Camber kits permitted Strut braces permitted Spring rate free Replacement shocks that use original mounting points allowed	Spring rate and shocks free Sway bars maybe added, replaced or deleted Camber kits permitted Wheel track orig. +25mm (1") max	As original plus Camber kits permitted Strut braces permitted Spring rate free Replacement shocks that use original mounting points allowed	Free, so long as wheel track is orig. +25mm (1") max	Free	Free
Brakes	Original configuration Dimensions free Materials free	Free, except ABS not permitted	Original configuration and diameter Materials free	Free	Free	Free
Cooling	Free	Free	Free	Free	Free	Free
Wheels	Original diameter +1" max Original width +1" max Materials free	Original diameter +2" max Original width +2" max Materials free	Original diameter +1" max Original width +1" max Materials free	Original diameter +2" max Original width +2" max Materials free	Free	Free
Tyres	DOT Tyres Minimum aspect ratio: 60	DOT Tyres Aspect ratio free	DOT Tyres Aspect ratio free	DOT Tyres Aspect ratio free	Classes R1-3 = DOT Tyres Classes R4-6 = Non-DOT	Free
Sub-Classes	AB1 0-2000cc AB2 2001-3100cc AB3 over 3100cc	CD1 0-2000cc CD2 2001-3100cc CD3 over 3100cc	M1 0-2000cc M2 2001-3100cc M3 over 3100cc	P1 0-2000cc P2 2001-3100cc P3 over 3100cc	R1 DOT 0 – 2000cc R2 DOT 2001 – 3100cc R3 DOT Over 3100cc R4 Non-DOT 0 – 2000cc R5 Non-DOT 2001-3100cc R6 Non-DOT Over 3100cc	S1 Slicks/Wets S2 All weather tyres

Notes:

1. The term "turbo" includes all forms of forced induction including superchargers, etc
2. Forced induction and other capacity considerations:
   a. Forced induction engines, multiply displacement by 1.7
   b. Rotary engines, multiply displacement by 1.8
   c. Forced induction rotary engines, multiply displacement by 3.06
   d. Hybrids (e.g. petrol-electric) will be classified by the internal combustion engine capacity only
   e. All electric vehicles will be classified as Class S
3. The 3100cc capacity class divider was chosen to allow 1.8L turbos[1] to run in the 2001-3100cc classes separated, from the 2L and above turbos[1]

BIG NEWS FOR VEHICLE IMPORTS

Evan Jones alerts members to the following especially relevant if you are considering importing a car into Australia

After five years, two elections and five prime ministers, Federal Parliament has finally passed the all-new Road Vehicle Standards Bill, ushering in a new era for consumers looking to finally have more choice over the vehicles they can purchase.

A number of government-commissioned reports in 2014 and 2015 recommended the relaxation of existing legislation governing the independent importation of vehicles, citing total savings to the consumer of up to $1.8b over the next decade. Unsurprisingly, the government has been subjected to persistent lobbying against such a move by new vehicle manufacturers and dealers ever since.

AIMVIA | Australian Imported Motor Vehicle Industry Association

AIMVIA, however, has continued to punch above its weight in Canberra, managing to secure a number of concessions to the legislation in the face of the corporate bullies that seem quite content to wipe out an industry of Australian small businesses in their quest to protect fat profit margins.

Thanks to the generous support of its sponsors and members, AIMVIA has established and maintained strong working relationships with a number of federal politicians, their policy advisers and departmental staff over the last five years, cementing the Association's position as the representative body for the entire independently-imported vehicle industry. We look forward to continuing to engage with the various stakeholders as the RVS Bills come into effect in approximately 12 months' time.

While the new legislation, in its final form, is not the Association's ideal outcome, there are many reasons for Australian car enthusiasts to celebrate the changes that will enable a wider range of specialist and enthusiast vehicles to be independently imported.

The government has taken steps to ensure that vehicle manufacturers can no longer 'game the system' by blocking independent importers but also not genuinely supplying a model to the Australian market. Manufacturers now have three months (down from eighteen months) from the time a new model is released overseas to supply it to the Australian market. Failure to do so means that enthusiasts can then apply for the model to become eligible for independent importation.

market. Failure to do so means that enthusiasts can then apply for the model to become eligible for independent importation.

The Specialist and Enthusiast Vehicle Scheme, in its current form, will be phased out over the next two years, with a heavily revised SEVS taking its place. Crucially, the new scheme allows model variants to be independently imported if they haven't been sold in Australia by the manufacturer, granting access to a plethora of new vehicles that have never been seen on Australian roads. Likewise, eligibility for import means that new models only need to meet one out six new SEVS criteria rather than the previous two-out-of-four arrangement.

The net result of these changes and others means there are a number of exciting new opportunities for car enthusiasts and the small businesses that supply these vehicles to the Australian market.

For the first time ever, rare and exotic vehicles can be complied with Australian Design Rules without the need for conversion to right hand drive, setting the scene for hyper cars such as the Bugatti Chiron to be registered for road use.

The new Environmental Vehicle category will allow a number of electric and hybrid vehicles to enter the Australian market at price points that are more attainable for average Australians, broadening their appeal and accelerating the uptake of new automotive technologies. A proposed amendment to the legislation by Senator Tim Storer would have further enhanced this process, and AIMVIA encourages both major political parties to reconsider their environmental credentials in light of their reluctance to support this amendment. The current Senate Select Committee on Electric Vehicles, headed by Senator Tim Storer, is the perfect opportunity to do so.

For classic car lovers, the new '25-year rule' allows any vehicle manufactured more than 25 years ago to be imported, enabling a number of collectible vehicles from the 1990s to soon reach our shores.

The implementation of the Road Vehicle Standards legislation in late 2019 will usher in a new era for the imported vehicle sector, and AIMVIA will continue to fight for the best outcomes for Australian small businesses throughout this period and beyond. The Association intends to initiate a number of industry reforms, aimed at ensuring that buyers of independently-imported vehicles are afforded the same consumer protections as they would if buying a car locally.

The above was originally posted by the Australian Imported Motor Vehicle Industry Association on November 26th.

From 1 July 2019, leaded fuel is not permitted for use in any CAMS sanctioned motor sport event

This is a bit of a buggers muddle at the moment especially if you have an historic vehicle. Even though it's a bit complicated, the following may assist.

The Confederation of Australian Motor Sport (CAMS) has made necessary changes to permit the use of alternate unleaded racing fuels and additives to those participating in events for the 5th Category.

From 1 July 2019, leaded fuel is not permitted for use in any CAMS sanctioned motor sport, in line with the Australian Government's decision to ban the use of lead in fuel for motor sport.

CAMS' revised fuel regulations will allow Historic competitors a wide choice of alternate fuels and additives, readily and commercially available in Australia.

'Schedule G – Fuel' of the 2019 CAMS Manual will apply the removal of the use of lead in fuel as of 1 July 2019

Schedule G will now include the provision for CAMS Groups, such as 5th Category Historic, to apply alternate fuel and additive criteria in the specific Group regulations to better suit the needs of those historic engines that have relied on lead in the fuel since they were originally manufactured.

The '5th Category – Historic Cars; Vehicle Eligibility – General Requirements' will provide the definitions for the fuels and additives that are now permitted for the 5Th Category. The definition applied for unleaded racing fuel and additives is much broader than that defined in Schedule G and will present a range of fuels and additives, commercially available in the Australian market to choose from.

The general conditions of Schedule G will still apply, where not varied by the 5th Category regulations; such as when an alcohol fuel is being used in competition, the car must display symbols with the letter "A" in white on a circular red background with a white border and must be placed adjacent to the racing number on each side of the vehicle, and one adjacent to the filler point.

HISTORIC FUEL Q & A

Q; What changes need to be made when changing from leaded fuel to unleaded racing fuel?
A; It is advisable to consult your engine builder or reputable engine tuner as the engine may need to be re-tuned to suit the selected unleaded racing fuel.

Q; What are the implications if I don't retune the engine?
A; Unleaded racing fuels have differing viscosity and burn rates to leaded fuel, as well as a change to the lubrication qualities of the fuel. Differencing fuel specifications may cause issues with not only the engine components but also how the engine performs.

Q; Are there any problems that may arise from using unleaded racing fuel apart from tuning?
A; Unleaded racing fuels from various suppliers will have differing qualities, and may suit certain application better than others. It is advisable to check the specifications of the selected fuel to see if there are compounds in the fuel that may affect any of the components installed in the engine or fuel system. An example is the use of ethanol which is known to affect certain types of rubber and plastics commonly found in older specification fuels pumps etc.

Q; Am I allowed to used additives in the new fuel allowed for my category?
A; The 5th Category Historic will now permit the use of any additive that is commercially available in Australia and can be used by those vehicles as listed for the specific Group. It also remains permitted to use the additives that are listed in CAMS Manual Schedule G.

Q; Are the various brands of unleaded racing fuel compatible?
A; It is advisable to consult your engine builder and tuner before changing to a different supplier. Each fuel supplier should be able to provide the specific detail of what their fuel is including its contents and specifications

Permitted Fuel and Additives only for 5th Category Historic Vehicles

From the 1 July 2019, leaded fuel is not permitted for use in any CAMS sanctioned motor sport. For the 5th Category, the following is to be included in the '5th Category – Historic Cars; Vehicle Eligibility – General Requirements' to apply the use of alternate Unleaded Racing Fuels and Additives.

Permitted Fuel and Additives only for 5th Category Historic Vehicles

Unleaded Racing Fuel;
Unleaded Racing Fuel is permitted as follows:

- In accordance with 'Schedule G – Fuel' of the CAMS Manual; or
- An Unleaded Racing Fuel with a maximum Ethanol content of 30%, which is commercially available in Australia and distributed by a Fuel Supplier and complies with the Fuel Standards Determinations made under the Fuel Quality Standards Act.

Pump Fuel;

- In accordance with 'Schedule G – Fuel' of the CAMS Manual.

Ethanol Blended Fuel;

- In accordance with 'Schedule G – Fuel' of the CAMS Manual.

Fuel Additives;

- Fuel Additive is any additive which is commercially available in Australia and is distributed for the purpose of being added to a fuel to provide additional lubrication to the fuel or to effect the specification of the fuel (such as the Research Octane Number [RON]).

Answer to last months "Now who Said That?"



Well, the December question was really a race with lots of entries, many of them correct . Three of them hit my inbox on the first couple of days. John Edmondson, Harley Boggis and the reigning Champ (Now retired) Ann Blackwood. The judges in fact had to go by the time stamp on the emails and the winner was John Edmondson and the answer was Jackie Oliver



Colin Chapman, Graham Hill and Jackie Oliver 1968. No one looking particularly happy

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 is

"Paul Hawkins was a bit like Gilles Villeneuve, when you met him, you knew pretty quickly that he wasn't going to die in his bed"

Winner announced March.

And remember, <u>the quoted person is mentioned somewhere in this newsletter</u> and to make it even easier, this very quote appears in a CC article last year!!

CLA NSW 2108/9 Diary

Month	Day Date	Event	Time	Location
February	Saturday, 16 February 2019	Gerringong LionsMotor Festival	8.00am	Mick Cronin oval Gerringong
	Sunday, 17 February 2019	Monthly get together, tyre kick & coffee	9.00 am	The Incinerator 2 Small St Willoughby
March	Saturday, 2 March 2019	CSCSA CLA Wakefield Rnd 1	8.00am	Wakefield Park Goulbourn
	Sunday, 17 March 2019	Monthly get together, tyre kick & coffee	9.00 am	
	30,31/ 03/ 2019	HSRCA	8.00am	Wakefield Park
April	Sunday, 14 April 2019	CSCA SCCA SMP Amaroo South Rnd 2	8.00am	SMP Amaroo Circuit
	Sunday, 21 April 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Thursday, 25 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Friday, 26 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Saturday, 27 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Sunday, 28 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
May	Sunday, 19 May 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 25 May 2019	CSCA JDCA SMP Druit North Rnd 3	8.00am	SMP Druid Circuit
	8/06/2019 , 9/06/19	HSRCA	8.00am	SMP (TBA)
June	Sunday, 16 June 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 29 June 2019	CSCA AHOC Wakefield Rnd 4	8.00am	Wakefield Park Goulbourn
July	Thursday, 18 July 2019	Shannons Display	8.00am	Eastern Creek
	Sunday, 21 July 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 27 July 2019	Lotus Lunch	12.30pm	TBA
August	Saturday, 17 August 2019	CSCA MOCA SMP Gardner / Brabham	8.00am	SMP Gardiner or Brabham circuit
	Sunday, 18 August 2019	Monthly get together, tyre kick & coffee	9.00 am	
September	Saturday, 14 September 2019	CSCA MGCC SMP Druit Rnd 6	8.00am	SMP Druit Circuit
	Sunday, 15 September 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Sunday, 15 September 2019	All British Day	8.00am	The Kings School Parramatta
October	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 26 October 2019	Lotus Lunch	12.30pm	TBA
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	
	16,17/ 11/2019	HSRCA	8.00am	Wakefield Park
	30/11/19 , 1/12/19	HSRCA	8.00am	SMP
December		CLA Christmas Party		TPA

CLA SA 2018/9 Diary

Month	Day Date	Event	Time	Location
February	Sunday, 3 February 2019	Lotus All Comers	9.00am	Sikh Centre carpark
	Sunday, 10 February 2019	All British day	8.00am	Echunga Recreation Reserve
March	Sunday, 3 March 2019	Autumn Lotus All Comers	9.00am	Sikh Centre carpark
April	Sunday, 7 April 2019	Sunday Run	9.00am	Sikh Centre carpark
May	Sunday, 12 May 2019	Sunday Run	9.00am	Sikh Centre carpark
	Thursday, 30 May 2019	Meet with NSW Group		
June	Saturday, 1 June 2019	Meet with NSW Group		
	Sunday, 2 June 2019	Sunday Run	9.00am	Sikh Centre carpark
July	Sunday, 7 July 2019	Sunday Run	9.00am	Sikh Centre carpark
August	Sunday, 4 August 2019	Sunday Run	9.00am	Sikh Centre carpark
September	Saturday, 7 September 2019	Sunday Run	9.00am	Sikh Centre carpark

HISTORIC AND CONDITIONAL VEHICLE REGISTRATIONS

(AKA INCORRECTLY ...CLUB PLATES)

The CLA Historic and Conditional Plates registrars Alan and Keith, believe that the system run by NSW Roads & Maritime Services Authority needs restating, as we often get queries about the two schemes which relate to vehicles which are 30 years or older can be driven on NSW roads under the Rules of the Conditional Registration Schemes.
The 2 schemes are The Historic Vehicle scheme (HVS) and the Classic Vehicle Scheme (CVS).
The details of both can be found on the RMS and CMC websites and members should visit it to understand rules and obligations. For example if the vehicle is to be driven on a public road, the driver must be either attending a club event and have proof such as the club magazine etc. or enter their trip on the 60-trip logbook (actually a single page issued by RMS with the rego) book before commencing the journey.
First off, you must be a CLA financial member. If your membership lapses, your car is immediately unregistered!
In order to comply with HVS, the car must be unmodified (period options – not modifications – are allowed), otherwise it must join the CVS. A pink slip is essential with your HVS application.
The CVS requires a BLUE Slip (and possibly an engineer's report if the modifications are extensive) and on first registration. The form for CVS to download from the RMS website is Form 1246. http://www.rms.nsw.gov.au/documents/about/forms/45070939-conditional-reg.pdf
The HVS form is 1259, http://www.rms.nsw.gov.au/documents/about/forms/45070967-historic-vehicle-declaration.pdf should be filled in and mailed to Keith or Alan along with a copy of the pink slip with a stamped return envelope. (The RMS will not allow a photocopy or scan of the Club stamped form). It would assist if members note their membership number on the form.
CLA is a participant in the current Log Book Trial which allows up to 60 days of personal use. Details of how to apply are on the RMS website.
Club Lotus keeps a Register of all owners and Cars which is updated as HVS re-registration is due annually.
Evan Green.


KICKING OFF 2019's
FORMULA FORD
50TH ANNIVERSARY
WELCOMING BACK
EARLY SPORTS & TOURING CARS AND CLUBMANS
ALL FIFTH CATEGORY CARS WELCOME!
RACES TIME TRIALS SUPER SPRINTS
51
2019 MARCH 30-31
WAKEFIELD PARK
AUTUMN FESTIVAL
WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

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



FOR SALE: GENUINE 2001 S1 LOTUS EXIGE
This is an Australian-delivered 2001 S1 Lotus Exige. It's one of six, with a serial number ending in 471. This is not a motor-sport Elise, nor is it a converted Elise.
The car has been converted to a Lotus HPE, i.e. fitting an NA Honda K20A engine. The work was done some years ago using a Link-Up kit supplied by Kirrapak. It was given a full respray at the end of 2016 and is sold with a new OziCozi.
The car has full New South Wales registration, which renews in November.
The Exige will be sold with a set of road shocks and springs as well as a set of race shocks and springs. This makes it enjoyable to use on the road, on the track or in full race mode. The road suspension is comfortable and still very capable – even on the track. With the race suspension installed this is a class-winning car on R spec tyres or slicks. Use it as an enjoyable road car, super sprint car or even full race or Targa machine. Whatever you choose it will be fast, reliable and fun.
Asking $79,000 or nearest offer. If you're interested, give Craig a call on 0401 676 925.
Not included, but available for negotiation:
Lots of spares
Additional sets of wheels
Tilta trailer built to suit a Lotus



For Sale

4 Pirelli Cinturato tyres 145HR13 to suit Lotus Elan etc. Purchased less than a year ago from Longstone Tyres UK and they have only travelled 1500 gentle miles, no track work. Landed cost was $970. Price? Open to a sensible offer. Richard Carter 0409993606.



WANTED TO BUY

. I am looking to buy a red or silver lotus Elan +2. I would greatly appreciate it if you could let me know if you know of anyone selling.

Kindest regards, Justin Harris 0431727641

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

mantra
mooloolaba beach

Lotus 2019 Convention 25th-28th April Accommodation Booking Request Form

Must be booked 30 days prior to event. Pre and post dates are available if required. For any enquiries call 07 5452 2600

BOOKING DETAILS: Please ensure all information is legible.

Title _____ Surname _____ First Name _____

Address _____

_____ P/code _____

Phone _____ Email _____

To secure your booking we require:
A $200.00 per room (or full amount if less than $200.00) non-refundable deposit. Then 14 days prior to check-in full payment of your accommodation will be processed on the credit card supplied, unless otherwise requested.

CREDIT CARD Please tick one: ◯ **Visa** 1.25%* ◯ **Mastercard** 1.1%* ◯ **Diners** 3.5%* ◯ **American Express** 3.35%*

Card No. ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ Expiry ☐☐ / ☐☐

Cardholder's Name _____ Cardholder's Signature _____

Arrival Date _____ Departure Date _____ No. Adults in Room ☐ No. Children ☐

NOTE: Credit card holder must be present upon check-in. *Applicable credit card surcharge.

YOUR ACCOMMODATION

Subject to availability and allocated on a first-in-first-served basis. Rates are non-commissionable.

1-2 NIGHTS ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $213 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $228 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $279 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $323 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

3-4 NIGHTS ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $183 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $214 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $267 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $311 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

5 NIGHTS + ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $166 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $194 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $256 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $302 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

Return this form to Mantra Mooloolaba Beach: Fax 07 5452 2888 or Email mooloolaba.res@mantra.com.au

CANCELLATIONS for accommodation received more than fourteen (14) days prior to arrival will forfeit the $200 deposit. Cancellations within (14) days of the designated arrival date, or non-arrival of guests, will forfeit all monies paid.

This is a booking request form only, your booking will not be confirmed until a confirmation has been received by you from Mantra Mooloolaba Reservations.

OFFICE USE ONLY
Confirmation # _____
Date: _____ Confirmed by: _____