July 2018



Chunky's Chatter

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



Inside this issue

- Bill Mair gives us some fantastic photos from his recent trip following the European Historics.
- We remember John Miles Lotus F1 driver and later designer.
- Mile Basquil returns with his concise and informative round-up of the last NSW CSCA round.
- Bumper 'For Sale' section.

Club Lotus Australia
July 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: Katsu Kubota (Lotus 91) is flipped after making contact with Steve Brooks (Lotus 81) at Brands Hatch earlier this month. Photo Bill Mair

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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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

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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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Presidents Prattle
With Ashton Roskill



Bother, late again!

And winter is well and truly upon us. Mrs R. and I just got back from a lovely weekend in Orange, but my goodness they know how to do cold! Clearly I have been out of Edinburgh for too long. And, frankly, the houses (or at least the one we stayed in) are not designed for it, which is a bit odd.



Just in case you think Ashton is exaggerating about how cold Orange is, this is a photo sent to me recently by a friend who lives there . Ed.

So, we are already halfway through the year and tearing headlong towards lots of opportunities to enjoy our cars. I hope yours is/are in better working order than most of mine currently are! I had a very helpful pointer for a replacement starter motor (thanks Al!) so that should be on its way shortly, and with that hopefully more use of the Elan.

We have sprints of both varieties coming up. The Cootamundra Sprints are on the 28th of July and our next CSCA day is on the 11th of August. Several show or display days are on offer over the next few months, including Kiama, Shannons, Lugarno and the All British Day. We're also looking forward to a social evening, meeting at Dario's Carbonix on the 25th of July.

There are also two more Targa events still to come this year – the new Great Barrier Reef event in early September (for which Giles and I sadly won't make it back in time from Alice) and Targa High Country in November. Not to mention the next Simply Sports Cars Lotus Only Track Day in two weeks' time and the November LOTD at Phillip Island.

Tom's first Lotus Lunch of the year is just around the corner. That will be held at Butcher and the Farmer at Tramsheds on Saturday the 28th of July. Details on page 11

If you haven't seen something in that lot which grabs your fancy, let us know what you'd like to do and we'll see what we can do to make it happen!

Elsewhere, young Daniel R is doing great things at Red Bull and reportedly is looking elsewhere (or possibly just some mischief-making in the wind). We've got World Cup fever, even if Australia can't play football (or soccer – what ever you prefer). Wimbledon is just underway, and New South Wales may just win the State of Origin this year. Plenty happening on the world stage, even before you mention Thump or the great 'Murkin dream.

At some point towards the end of the year Mrs R and I are planning to go to Sri Lanka, so if anyone has been there recently and has any recommendations for places to go, things to do and, most importantly, cooking classes for Caroline to drag me along to – I'm all ears!

Righto, better get this to Tom before I'm the one holding up proceedings – again!

Have fun, keep it safe, upright and, most importantly, on the blackstuff (unless you're coming rallying with us!).

Pip pip,
Ashton.

From the Editor Tom Devitt



It is said that the cover of a magazine has the magic formula to create curiosity about the inside content and thus, compels to the onlooker to buy and read the stuff inside. This is especially true of weekly throw-away's such as, New Idea, Who, People, OK and the like. A shot of Jennifer Aniston about to break into tears, or a particularly good 'big-bum' shot of Kim Kardashian are winners, whilst photos of Kimmy's hubby Kanye are a no-no as he always looks like he has just been sprung doing breakfast with Bill Clinton at Hooters. There are other no-no's that I can't think of now. Anyway, blind-Freddy would have to admit that this month's cover of Chunky's Chatter is a real winner. Bill Mair, recently returned from a tour of the historic racing season in Europe, had his camera all lined up to get a shot of Katsu Kubota in his Lotus 91 coming out of Druids, when a touch with another Lotus sent Katsu spinning through the air. Bill with his usual aplomb, pushed the shutter button! Bill has also shared lots of other beaut photos of his trip which appear on pages 14 & 15.

Elsewhere we look at John Miles Lotus F1 driver and later Lotus engineer who passed away earlier this year. John was a great F1 talent sadly overshadowed by some turbulent years at Lotus. Firstly getting caught up in the crazy 4WD Lotus 63 and then wrestling with the Chapman inspired lunacy of anti-dive anti-squat suspension geometry before finally getting it drive the now renowned Lotus 72. It would seem that the 63 originally driven by John Miles was forever doomed, as it later came to Australia, bought by the late John Dawson Damer, restored and then taken to Goodwood. D.D. died at the wheel when competing in the Hill-climb at that meeting. The wreckage was returned to Sydney and restored before being sold to the Barber Museum in Birmingham Alabama.



Lotus 64 and 63 at the barber Museum

For members with really shiny cars, don't forget the All British Day at The Kings School, and the Shannons display day. The club has a swag of tickets for both events and is itching to give them away. Always a fantastic days out, bring the picnic basket and a blanket to sit on and have a good old fashioned day with all of your fellow CLA Members. To get your mitts on a ticket for either of these events, email Evan Jones **evanj@optusnet.com.au,** with the car you are bringing, its rego and a postal address where he can send the ticket (s). Shannons at SMP on Sunday 12th August and The Kings School All British Day, (funnily enough at the Kings School) on Sunday 23rd September. Also for the diaries is the Annual Eggs Benedict, this year combined with the clubs Annual General meeting, Sunday 14th October and remember bookings are essential **anne_blackwood@hotmail.com** .

Oh yes, the other cover no-no is Camilla with a ghastly look on her face implying one of the Royal Corgis has latched onto her left leg and is doing something disgusting.

Tom

THE MAGIC OF BOB (DANCE, THAT IS.)

To all you young/new bloods to the world of Lotus, Bob Dance is a very modest legend. During Monaco week he celebrated his 83rd birthday which is a pretty impressive milestone for anyone but this man is exceptional. Bob has been with Lotus for decades and currently his main charge is John Bowers' Lotus 25 – the ex Jim Clark World Championship car from 1963. Bob has been caring for this car since the 1960's. I've known Bob for a long time but I fully appreciated his talents during Monaco week.

I come from a long line of motor racing enthusiasts/competitors. I think I was probably conceived at an event – probably Orange's Gnoo Blas, in the family's plywood caravan. I have assisted/spectated in the preparation of racing cars all my life so to be in the presence of this quietly competent man was great. The young team members of Classic Team Lotus obviously consider it an honour to work along-side him.

His emotions are always under control and there is never drama. He works out of a very simple toolbox which is very orderly. I did learn about Dzus fastener screwdrivers too. It's so easy to cross thread Dzus fasteners and this simple tool makes a difference. Maybe I've missed the bleedin' obvious and you all know about them but it was a first for me. I've already added one's to daughter Jen's toolkit as the Seven features Dzus.



Bob's modest tool box, with Bob in the background working on the Lotus 25 at Monaco this year. Picture Anne Blackwood.

The other thing, amongst many, was watching Bob's meticulous nature in action. The 25 was in the Monaco paddock on an immaculate concrete apron. In the first free practice the car was short on brakes which Bob calmly sorted but I loved the way he still wiped clean the inside thread of the master cylinder cap before replacing it. Nothing left to chance even in these clean conditions.

It was great to observe a "senior" who has made his mark in the world many years ago but who has not "lost it" and continues to be so respected in the sport and a true gentleman to go with it. Somehow I don't picture him sitting front row at the fashion shows with Lewis or mixing with the Kardashians. Viva la Bob!

Anne Blackwood

WA Quokka Talk

Sometimes Eating is the Priority
by Steve Pretzel

Normally our monthly 'Meet & Eat' nights involve a balance of driving and socialising. Our June event was skewed heavily in favour of the food.



On a chilly Perth winter night all roofs were on and nobody seemed to mind picking the closest reasonable eatery as a convenient destination.

The Vic Hotel in Subiaco is only a 5 kilometre drive, but the food is good, the beer is cold and there is good off-street parking. It may also soon be gone – a casualty of the new Perth Stadium siphoning off the previous Subi football crowd.

As always there was plenty to talk about – The last drive; the next drive; the new boss of Lotus...

Warmed, lubricated and well fed, we all departed The Vic for what may be the last time.



This shot really belongs on page 9 but Ellie Hamilton's beautiful shot of this Exige really deserves a good space!!

2018 CSCA June Report

By Mike Basquil

I find myself back in front of the keyboard on a cold rainy day to let you know what is happing both on Track and behind the scenes in CSCA. It is no secret that writing a report for the magazine is the hardest part of being involved with the Motorsport Team – most are looking for the other guys to punch the keyboard of the masses.

Round 3 of our Series is hosted by the Austin Healey Club and is usually on the last weekend of June and run in conjunction with the All British meeting that morphed in a MRA round in recent years (due to there not being enough British cars to make a field). This year the MRA decided that they wanted to have that round in May which would have clashed with the Jaguar round and we were offered the 16th June a couple of weeks earlier. This date was grabbed due to dates being hard to come by and being a couple of weeks earlier would possibly be a little warmer than last years -9C at 7am. Planning and organisation was completed and entries opened on the 5th May 5 weeks prior to the Event; Entries were initially good but trailed off as we got closed to the day we ended up with 63 entries and 57 troubled the timers. The numbers were a huge disappointment to me as Event Secretary and a big financial loss to the Healey Club, despite advertising across the Club Motorsport scene.

Those that turned up were promised a big day of Motorsport with that in mind we planned to run the round at 6 minutes then increase the run length to 8 minutes. This plan was all good but got more important with an oils spill over the second half of the circuit which led to a 40 minutes to clean up - my many thanks to those that volunteered to assist in this chore it isn't easy work on the end of the broom. The 8 Minutes run work brilliantly and enabled us to catch up with the laps completed, and with numbers dropping off by the 4th round we increased the 5th round to 10 minutes. There were quite a few with 30 laps and above timed and a couple in the high 40's so those that attended got plenty of running, the field was finally exhausted by 3:10pm with the weather looking as if the heavens were about to open so we called the Event and a few minutes later the rain did come down big time - great fun loading up you kit in the rain makes you want to do it all again.

Results: CLA numbers were down for this event to only 5^1 runners, at this event last year we supplied 28 runners; in fact all clubs bar Healey and Jaguar supplied roughly half the entrants of previous years so that's where the extra runners that would have pushed the event into the black went. We opened our Club point scoring with Len Goodwin the 26R replica winning Class C2 and coming home in the top 20. Class DM2 once again was won by Rex Hodder in his S2 Exige with James Kinghorn in the Elise 111R just .5 back the only two runner in this once popular class. Class DM4 was dominated by Duncan Andrews in his Exige Cup 240and also fastest Driver and Marque car on the day; followed by Peter Taylor in his Elise S with Brett Steven in his Elise SC a second behind Gino Valdes and Steve Alcorn battles for 4th and 5th in class Gino in his Exige and Steve in the Elise S. Sixth in class was Melanie Valdes in her first CSCA Event (as a competitor) Mel improved her times over the day by 15 seconds and as much as she may not like it was fastest Lady she was and a long way from slowest on the day her final laps were marred by some misty drizzle that made the Track surface that bit greasy but her performance will hopefully encourage some more Ladies to join our ranks. Class DM5 was to see the battle between Martin Duursma in his new Exige Cup 250(Kermit) and Leigh Fuller in his Exige CR' thankfully with a quieter exhaust so as not to trip the noise meter, Martin's day came to a sudden and early end with a gear linkage failure leaving Leigh to chase Duncan all day which was fun to watch. Class R1 was taken out by Tim Mackie in is HPE Elise followed by Dave in Exige HPE in 3rd Syd Reinhardt chased hard all day but had to settle for 4th in class – not to shabby for a supposed retired Car and

driver. In the Non Marque Classes our only competitors were the Deller brothers in the V8 Commodore John taking 2nd to Peter's 3rd in Class 3BM, the Commodore enjoying the cooler running conditions. My apologies for not getting the Ratified results to all competitors in a timely fashion we have had some IT problems so in fixing one system we updated to whole system to make it easier for future events. The by product of doing this is it all takes time for a busy (unpaid) volunteer.

I have to shout out a big thanks to the Lotus Community who helped celebrate my Birthday on the day, we were going to have quite dinner on the Friday night but to my surprise and delight everybody was there and much laughter and pleasure was obtained so my thanks to all.

The next Event will be run by Morgan and Entries are open via the CAMS Website this is always a popular event so don't be one to leave it till too late' Choy-Lin the Event Secretary takes a dim view of such tardiness. Morgan are also taking a step into the future by inviting Hybrid Vehicles to compete which will be a first for Club Motorsport to my knowledge. The following Events form the MG clubs and Sprite are each 3 weeks apart fortunately all are at Sydney Motorsport Park (Eastern Creek) but each on a different layout to keep you interested so be aware of getting entries in promptly.

The dates of the remaining Events are:

Round 4 MOCA 11th August SMP Gardner Circuit
Round 5 MGCC & MG Newcastle 25th August SMP North
Round 6 SCCA 8th September SMP South
Round 7 TSOA 21st October Wakefield Park

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

See you at the Track,

Mike Basquil



Another great shot from Bill Mair's historic racing trip, this time with silver haired Bob Dance and the ex Jim Clark Lotus 25, now owned by John Bowers

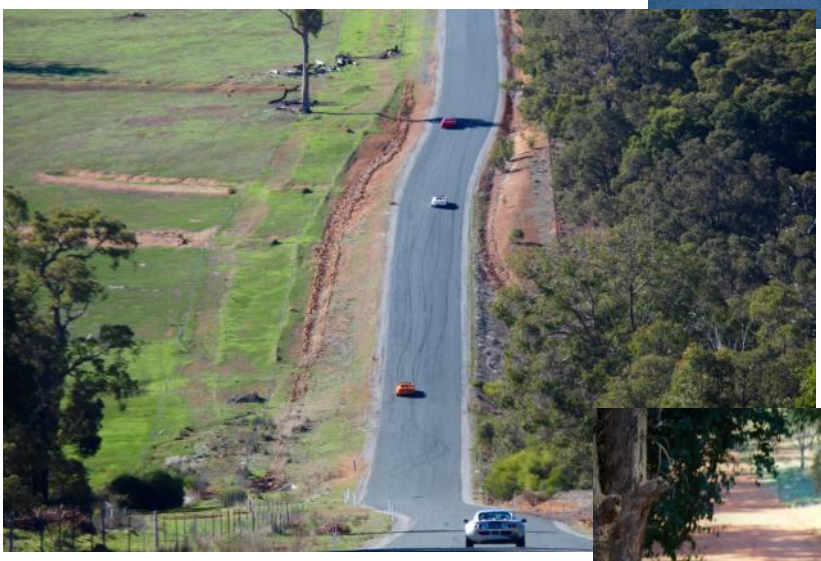
Wild Goose Chase

BY: STEVE PRETZEL, PHOTOS BY: ELLIE HAMILTON

Continuing our program of rotating route planners, the June EMR was set and expertly led by Steve and Bea Grobler (Esprit Turbo).
Winter driving doesn't get much better than this, with a brilliant blue sky, a temperature in the low 20s and a vista of the greenest of green hills to enjoy.
The start of our drive was not dissimilar to last month – a suburban exit through newly developed suburbs featuring lots of ~~chicanes~~ roundabouts. Fortunately, we were soon into the delightful Chittering Valley, re-tracing some of the Targa West route, pausing at Bullsbrook for a short break before ascending the Darling Scarp through the upmarket Brigadoon development.
This is a drive we do frequently – and with good reason. The climb offers spectacular views of the Avon Valley, but the real fun is when we reach the top. 'The Rollercoaster' is a duet of plunging valleys. Plant the boot at the top and really experience the G-force as the steep downhill suddenly becomes an equally steep uphill. Yee-ha!!
The road stays good. Turn left a kilometre later and we're into O'Brien Road – one of the best driving roads this close to Perth. Fortunately, today there is little traffic to impede our progress as our multi-coloured Lotus train sweeps and flows.
Our lunch destination is the Wild Goose restaurant at Gidgegannup. This is a cavernous and quite spectacular mud brick, stone and timber building that is reminiscent of a large ski lodge, replete with huge open fire. The steak sandwiches were excellent and we all enjoyed a good feed before cruising home



Follow the leader



The Roller-coaster YeeHa!!



Traffic on the bridge was light

'From water to air'

Join us for a fabulous evening at Carbonix on the 25th July

6.30pm at 59 Whiting St. Artarmon



Carbonix founder and CLA member Dario Valenza has very kindly offered to host the club at the Carbonix premises in Artarmon. Here he will show us their composites processes and drone integration works
Carbonix produces complete drone solutions for commercial, industrial, and military applications.
Founded in 2011 as CarbonicBoats, the business started out designing and producing racing yachts and components in advanced composite materials.
With success in international competition came opportunities to apply this know-how to other fields, including automotive and aeronautical projects.
In 2014 Carbonix won a bid to supply UAV airframes for an overseas customer. Following successful delivery of that contract the business increasingly specialised in drones.
Since then Carbonix has added increasing capabilities in electronics integration, developing proprietary autopilot and avionics systems.
Today it offers two ranges of off-the-shelf long-endurance VTOL fixed-wing drones. And is constantly working on upgrades, improvements, and next-generation models.
http://carbonix.com.au/about/our-story/
Their address is 59 Whiting St. Artarmon, and if that sounds familiar, it is because they moved into the old Simply Sports Cars digs. One of those interesting coincidences...



Next Lotus Lunch Saturday 28th July 12.30pm, at the Tramsheds

The old Harold Park tram depot has recently been converted into a kaleidoscope of eateries and food shops. For our next Lotus Lunch we have picked the one everyone is talking about, the **Butcher and the Farmer**

Chefs Will and Steve, known as 'The Gourmet Pommies' have curated a menu from scratch "We want to encourage diners to enjoy the new dishes that are designed to share. We invite our customers to experience a number of dishes that are wholesome, moreish and layered with well thought out flavours and textures."



The food we serve in our restaurant is simple, honest and delicious with all ingredients soured with care. Seasonality is what drives and inspires the menu, consisting of what is available at the time. We source directly from farmers and providores, knowing how they grow and prepare foods.
Well, you cant go wrong with that, can you!!

Booking essential. Call Tom Devitt on 0417 295 549 or email t.devitt@bigpond.com

Tramsheds Harold Park, 7/1 Dalgal Way, Forest Lodge NSW 2037 plenty of parking both on site and nearby. Read some of the TripAdvisor reviews below

My favourite Tramshed eatery by far. The moment you walk into the venue, the staff are friendly and genuinely happy to be working which speaks volumes!

So many delicious sides and meals to choose from, we ate our way through the menu quite happily and the mash potato - extra special here. The eye fillet was cooked to perfection and of outstanding quality. The brisket had a smoky dry rub which we enjoyed thoroughly. Crispy brussel sprouts.. Amazing!

Firstly, the Tramsheds are well worth a visit as you are spoiled for choice of restaurants, bars, shops, etc. in an unique environment, all of which are very tastefully done.
We chose this restaurant and we were not disappointed. The share plates were very tasty and different. Thanks go the Chef coming to talk to us we were able to get the recipe for the Brussels sprouts dish which we will definitely be cooking at Christmas. The staff were very friendly so we all decided that we would be back.
Thanks guys for a lovely lunch

We visited The Butcher and the Farmer for breakfast. Between my partner and I, we shared two delicious dishes. One consisting of poached eggs, fresh pesto and tomatoes with a side of house made sausages and my partner had a cured beetroot salmon with asparagus, fennel and poached eggs. Great to have the Gluten Free option also. On top of that, service was prompt and exceptionally friendly. Otakar greeted us on entry and ensured our dining experience followed.

Went to the Butcher and the Farmer for dinner last night to try the new menu by Will and Steve. The restaurant had a great atmosphere and the staff were knowledgeable. We ordered a few plates to share. I would highly recommend the wagyu burger, steak, porchetta, broccolini and sprouts. The dessert was also amazing, my favourite was the earl grey chocolate cake! There are lots of locals but worth a visit if you are in Sydney. Thanks so much for the delicious food boys!!



Day trip to the Blue Mountains with Lunch

Sunday October 7th

The Blue Mountains Botanic Garden Mount Tomah

Pack up all your cares and woe, take the top down (if you can) and join us for a lovely mid Spring day, driving up to the Blue Mountains for lunch. After a leisurely start at 9.00am we will go via Richmond, Kurrajong and Bilpin for lunch at The Potager restaurant overlooking the Blue mountains Botanical Gardens. Or to quote the Spin Doctors "The all-encompassing space provides a harmonious balance using natural and soft colour tones together with understated furnishings and delicate and subtle decorative items, providing synergy with the natural surrounds of the Botanic Garden backdrop. The Potager Mount Tomah pays homage to the bountiful surrounds through both the decor and the kitchen offering" Well, after that, how could you possibly refuse to be part of the party!!

Read some of the reviews from TripAdvisor below:

I came here on the public holiday with my partner for lunch. The food was fresh and delicious and the view was beyond words. The staff was friendly and attentive. The coffee was great, the food was delicious and I would definitely recommend the apple pie for dessert! I could not fault my experience and will definitely be returning. Special thanks to Joe for making our experience sensational

The views of the Blue Mountains are beautiful and the air crisp and clean. The sirloin was very tender and bursting with flavour. The truffle butter took it to a whole new level. The side salad was very good. Pear and coleslaw like vegetables worked together very well. Prices are on the low side, especially for such good food.

Beautiful view, very nice decor, friendly staff, we were lucky to be able to walk in, people after us not so much- make sure you book beforehand if would like a guarantee a table. Food wise, nice presentation, good menu selection from barramundi, cheeseburger, pasta, pie to steak, with sides and dessert. We had Barramundi and Chicken and mushroom Pie. Nice flavour (seasoning could be a touch more?). Delicious apple juice freshly made from Bilbin didn't disappoint. Recommend it, and we'll be back

Come in convoy or meet us there but bookings are essential
Call Tom Devitt on 0417 295 549 or email t.devitt@bigpond.com



2018 Club Lotus Australia Annual General Meeting and the annual Eggs Benedict coincide this year so mark in in your diaries now

Sunday October 14th at 9.00am. We will get all of the boring stuff over as soon as we can but please come for the AGM and then stay for the tucker and around the buckets

"Ebony Hall"

310 Moreton Park Road

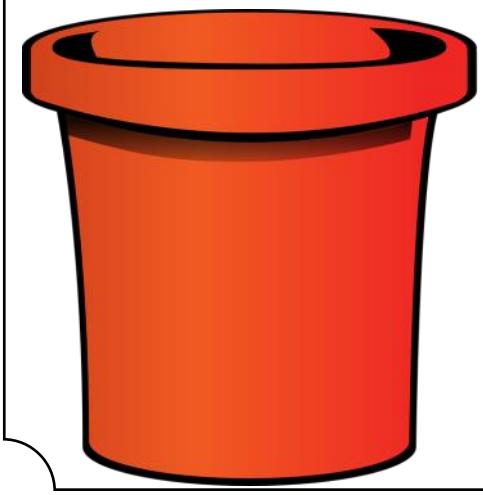
Douglas Park

Starting at 9.00 am

Bookings are absolutely and totally essential and must be made before Friday 5th October

To make a booking email Anne Blackwood at **anne_blackwood@hotmail.com**

So for the best eggs Benedict ever, Barista and buckets make it a day not to be missed







Many thanks to Bill Mair for the photos of his historic racing trip of Europe



Moments before the accident



Katsu almost buried in the sand



Looks like a busy time for the gang at Classic Team Lotus when they get this car back to Hethel





Mike Donnan, Wayne Wilson with his wife Bev



Wayne with Mike looking on



2018 LUGARNO LIONS SPRING FESTIVAL AND CLASSIC VEHICLE SHOW SET FOR SEPTEMBER 16TH.

The Lugarno Lions Spring Festival and Classic Vehicle Show is on this September, the 16th, and we're looking forward to getting involved once more.

The event will return to Gannons Park in Peakhurst on Sunday the 16th of September. It's a community event that provides entertainment for the whole family, including stalls, rides and music. The 2018 show will welcome The Cockroaches, an Australian rock band founded in 1979 which included Anthony Field and Jeff Fatt, who went on to create The Wiggles.

The Lugarno Lions Club welcomes all types of classic vehicle to be a part of the classic vehicle show, which continues to grow year from year. There is a $10 entry fee for the vehicle show, which is donated to charity in its entirety.

Club Lotus Australia has contributed a great display to the show in recent years, and we'd love to repeat that in 2018. You can download an invitation and participation registration form from the following link:

2018 Lugarno Lions Spring Festival and Classic Vehicle Show Invitation and Participant Registration Form

Club Lotus Australia member Peter Walker is the secretary for the Lugarno Lions Classic Vehicle Show, and you can contact him with any questions at carshow@lugarnolions.org.au.



John Miles

Earlier this year was the sad news of the death of John Miles, Lotus Formula one driver who had great talent but never seemed to be in the right place at the right time



John Miles when at Lotus

John bought his first car, an Austin 7, at the age of 16, but quickly move into an Ulster-like Supersports 7 and his first foray into Motor racing. He continued in the 60's with a range of cars and always, many victories. For 1966 John made a career changing decision when he bought an Elan which cost £1319 everything he had. Miles's achievements in 1966 running with the Willment team, included nine consecutive wins with the Elan, and outright victory in the Autosport Championship. This, history records, started with a dramatic opening round at Brands Hatch. In a 15-lap race, the Elan's bonnet flew open on lap 1. He rushed into the pits where fellow Willment driver Brian Muir wrenched it off, and John rejoined in 15th place. By lap 10 he'd made it up to third, and with two laps to go he passed Tony Lanfranchi's V8 TVR Griffith for second. The crowd were now on their feet, and as he started the final lap he was on the tail of the leader, Bernard Unett in the big Le Mans Tiger. Into the very last corner, Clearways, John's Elan got its nose inside the Tiger's flank, and in the dash to the line he won by a whisker. On South Bank the spectators in their cars greeted his victory with a huge din of horn-blowing and cheering.

John, in a 2014 interview with MotorSport magazine remembers, "That was a turning point. Watching the race was Graham Arnold, sales director of Lotus, and apparently he went back and said to Colin Chapman, 'You've got to look out for this guy'. Nothing happened for six months, until the Gold Cup international at Oulton Park. I was lying under the Elan during practice fiddling with something, and somebody kicked my legs. I crawled out and it was Chapman. I'd never met him before, and he didn't introduce himself, he just said, 'Do you want to drive a Cortina? Jim Clark hasn't turned up. We need to get the car out'. So I did four laps in this works Lotus-Cortina, and then Clark did turn up, so that was the end of that".

"But then I was asked to drive the Lotus 47 (Racing Europa) coupé on its debut at Boxing Day Brands Hatch. Lotus entered two, for me and Jackie Oliver: I won and set fastest lap, while Jackie needed a push-start on the grid and came through to second. After I'd taken the flag Chapman jumped in the car and said, 'Great stuff, John! I want you to drive for me next year.'" In 1967 Miles raced the works Lotus 47 and the 41 Formula 3 car, "I was so busy my feet didn't touch the ground". He recalls.

In 1969 John was moved up to Formula 2 alongside Jochen Rindt and Graham Hill in the quasi-works Lotus 59Bs, entered by Roy Winkelmann but actually owned by Bernie Ecclestone, who was then Rindt's manager. But now, sadly for John, things went a bit off the rails when Chapman decided that he was better employed developing Colin's latest project, the four-wheel-drive Lotus 63 F1 car.

Chapman really believed that it was the future, but both Rindt and Hill hated it, so it fell to John to be the development puppy. Hill did one test in it and refused to drive it again, while Jochen did the Oulton Park Gold

Cup and managed a distant second place against minimal opposition consisting mainly of F5000 cars. After that he said he wouldn't drive it any more either. "I tested it at Snetterton, and the thing was undriveable. Awful. It would spin, very slowly. It had so much inertia in all that drive train – the drive shafts, the diffs front and rear and the central diff, all of which had to speed up and slowdown in response to throttle and brake.



The 4WD Lotus 63 at the French GP

And once you'd started to slide it was gone. They took me to the French Grand Prix, so that was my first F1 race, and it did its usual trick of melting the fuel pump." John did four more Grands Prix with the 63 and retired from all of them. At the end of 1969 season the 63 was consigned to history. Its replacement (after a lot of work) was the legendary Lotus 72.

John remembers "The thing about Lotus was … if you wanted to be somewhere where there was new stuff going on all the time, where there was excitement and you were at the spearhead of design, Lotus was the place to be. Chapman was a great opportunist, and his designs were in many respects extremely elegant. I found him very inspiring, and when he was in inspiration mode he could get anybody to do anything. But on the other hand I wasn't part of Chapman's inner circle. I had no money at all, he paid me £300 a race, and out of that I had to pay my own expenses. Once, flying back from a race, I was so broke I had to ask him if he could give me some money. He pulled a big roll out of his pocket, peeled off a few notes and gave them to me. He regarded me as a sort of grease monkey".

After Graham Hill had a serious accident at Watkins Glen, John found himself No 2 in the F1 team to Jochen Rindt. "The first time I raced the 72 was in Spain, and it was so bad I didn't qualify. It was no better at the Silverstone International Trophy, where I started from the back of the grid. Jochen was just in front of me, qualifying slower than some of the F5000 cars. The car had done no testing, and it had mega amounts of anti-dive and anti-squat. Jochen said to Chapman, 'I don't like it, and I'm not driving it'. After that Tony Rudd, was able to persuade Colin to bin the anti-dive anti-squat stuff. Then there was a typical Lotus panic. The whole monocoque had to be changed, and it turned into a huge saga."

At the Dutch GP on June 21 1970 at Zandvoort, Jochen Rindt drove the cat to its first victory and then a further 4 wins before the Italian GP in early September . John remembers that tragic weekend. "… right at the end of practice, this red and gold missile appeared in my mirrors. I moved over and Jochen came flying past me with no rear wing on his car and no front flippers. Following him around the Ascari Curve he was well over the circuit boundary, and the car looked absolutely evil. It had been Jochen's decision to get his chief mechanic Eddie Dennis to take the wings off." (Ironically, official practice times show that Miles was 1.43sec faster than Rindt in this session).

"I came into the pits with 15 minutes of practice left, and Chapman sent word to my chief mechanic, Beaky Sims, saying, 'Take the wings off John's car'. I said, 'I don't want to do that', but Chapman's response was just, 'Do it'. So they took the wings off and I went out. I got to the Curva Grande and I'd never driven such a dangerous thing in my life. The car just snapped into oversteer, and was undriveable. So I tootled round, came straight back to the pits and said to Colin, 'I can't drive this car'. After the session ended we had a row in the truck. Colin's actual words to me were, 'The only way you're going to go quick is to take the wings off your car'. I said, 'Maybe so, Colin, if we had time to sort the car out properly to run without wings. But as it is now I cannot drive that car without wings'. He said, 'You'll do as I say'."

"Next morning when I arrived at the track, there was my car without wings, and everything in the Lotus pit was in the usual chaos. By the time my car was ready to go out, practice had begun. Driving towards the pit

exit I noticed everything had gone quiet. Chapman and Dick Scammell came running up and said, 'Jochen's crashed. You've got to go out and see what's happened'. But fortunately the marshals wouldn't let me out.

After they'd dragged the wreckage back from the Parabolica into one of the garages, Rob Walker, Graham and I lifted the door and went in and looked at it. Graham just said, 'Well, he's finished'. One of the problems was that he wasn't wearing his crotch straps, and he had submarined so much down the car, because of the severity of the impact with the barrier, that his lap strap had cut his throat."



John in the 72

Lotus withdrew from this and the following GP in Canada. Just prior to the next race at Watkins Glen GP, John had a phone call from team manager Peter Warr. He said: 'I'm sorry to tell you this, but you have been replaced by Reine Wisell'. It was a complete shock. I said, 'So what does the future hold for me at Lotus?' He said, 'You can drive the Type 70 Formula 5000 car at Brands Hatch'. I had already tested the 70, and it was a tractor, a bugger's muddle of a car. So to save some of my self-respect I refused. Lucky I did, because they gave it to Alan Rollinson, and it fell to pieces under him. I had no further conversation with Colin".

This was a decision that John did not regret. "In the Lotus F1 team there was that theatricality which always surrounded Chapman, this fizzing pendulum from triumph to disaster to triumph to disaster. I think I would have got on much better with Ron Tauranac at Brabham, or Bruce McLaren. And there had been all those deaths – just in the past few months Piers Courage, who was a friend, McLaren, and my team-mate Rindt. The year before at Oulton Park I'd been the first person on the scene when Paul Hawkins' Lola went up during the TT, and I watched him burn to death".



Louis Stanley with wife Jean sitting on the front wheel. Her brother Sir Alfred Owen originally owned BRM.

For 1971 john raced Chevron B19's and won the British Sports Car Championship. Then Louis Stanley, the BRM boss, summoned him to his suite at the Dorchester. "His wife Jean, with her piled-up hair, answered the door." Big Lou (as Stanley was known) said 'We'd like you to drive for us'. Then he said, 'Excuse me, will you, I just have to make a phone call'. When he came back he said, 'I've just been on to the engine test house, they've found another 20 horsepower'. I gather he went through that charade with every driver he tried to sign".

John was signed up mostly as a test driver but also did 2 non-championship rounds for BRM before leaving them. His final racing was in Touring Cars in his old mate Brian Muir's Camaro where they won the six-hour race at Paul Ricard. Retiring from the circuit, Miles started building racing engines before becoming a journalist for Autocar.

But after several years John was back at Lotus "I worked on the Lotus Sunbeam, and the Supra that we sorted out for Toyota. Then Lotus was sold to General Motors, and that was the start of a fantastic period. I became the champion of the front-wheel-drive Elan, and I worked on active suspension, the front-drive Cavalier for the US, the first Ford Focus, and stuff for Rolls-Royce, Volvo, Kia, Hyundai. In the early '90s I also did two days a week back at Team Lotus, partly in charge of the F1 chassis set-up. Drivers Mika Häkkinen and Johnny Herbert were like a couple of puppies, with the attention span of gerbils, but both really lovely blokes….I was with Lotus Engineering for 18 years" After Lotus John did three years at Aston Martin and some time with Multimatic before retiring.

John died on the 8th April this year from complications following a stroke.

One of Jim Clark's mechanics Leo Wybrott passed away recently, after a long illness.

Leo Wybrott, originally from Hastings on the East Coast of the North Island of New Zealand joined Team Lotus in 1964 and was assigned as a mechanic to Jim Clark in 1966. He also played an important role in the development of the Lotus 49 when it was built in 1967. He accompanied Jim in the final 3 of his five Tasman series (1966, 1967 and 1968). Leo, when interviewed after he retired to Western Australia recalls some interesting aspects of a Jim Clark that are seldom heard, *"Initially Jimmy was very relaxed on the Tasman tours — you've heard all the stuff about him liking New Zealand because of the outdoor life and the way much of it is very like Scotland; we certainly enjoyed the 'après-race' if you like, and the atmosphere was a kind of glorified club racing — there were usually just us two mechanics, Jimmy and the car representing Team'.*

"But it was noticeable that as he became more famous so the demands upon his time increased, and eventually, in '68, he was operating more or less in a team management role as well as driver and he had a lot to do with fighting the new Gold Leaf Team Lotus advertising through the Australian racing authorities, who really took a dim view of it, and he was less relaxed all round than the old Jim we knew."

"In one quiet moment, we were talking about the future. He knew I was coming back to England to get married and I told him I didn't think I could keep going to the races, and he made noises about starting up something of his own to do with racing, and there could be a job there for me — a managerial type of thing which wouldn't entail attending all the events. It wasn't very clear — I can't clearly recall the details — but I'm pretty sure he was planning for the future; perhaps something was going to change? He was certainly changing or being made to change by the circumstances surrounding him. But he certainly seemed more pressured by commercialisation…"

An interesting and little known fact is that once in New Zealand, Jim Clark started talking with Leo and fellow mechanic Roger Porteous about mounting a wing on the Lotus 49T. They decided that the closest match to a small aerofoil would be a section of helicopter rotor blade. Somehow Porteous got his hands of a couple of bits of rotor blade and the 3 of them started mucking around mounting these at the back of the car. The angle that they mounted these was a 'best-guess' garnered by holding the rotor pierces out of the window of the car on the drive back from the airport where they sourced them. Of course when Chapman found out he went ballistic "This nonsense must cease immediately, I am the only one who can modify the design of the car yada yada yada!!"

After Lotus, Leo joined McLaren as a mechanic on their Formula One team and was in charge of preparing the cars of the fledging driver Gilles Villeneuve. His first drive in F1 was the British GP in 1977 at the very fast Silverstone circuit. Leo recalls "*At that time, my job was a special project manager at McLaren, I had the responsibility to build and test the new cars for Gilles Villeneuve in 1977 and Bruno Giacomelli in 1978". When Gilles came to McLaren he had never driven a F1 can so he was given an old M23 whilst James Hunt and Jochen Mass were at the controls of the new*



Team Lotus - Ex-Mechanics, Bob Dance, Leo Wybrott, Jim Smith & Ray Parsons
Photo by his good friend and CLA member Jim Smith

M26s. 'From his first laps, it was found that [Villeneuve] had a confidence in him and abilities out of the ordinary. We quickly realized he was particularly good.

Leo confirmed that Villeneuve was as interested in the design and construction of his new mount as its driving. "*Gilles was a real ray of sunshine*," he said. "*It was really nice to work with him. He stayed in the garage with us in the evening, and asked us a thousand questions in order to know and understand the operation of the car. He was really passionate about technology, parts machining and mechanics. "*



Jim waves to the crowd before donning the sweater. From left to right: Dougie Bridge, Jim, Willie Cowe, Leo Wybrott, Colin Chapman and Dick Scammell

In the early 1980's an old McLaren (a bit of a buggers-muddle called the 'M4C-1') was discovered in Malaysia by RAF engineer Irwin Lindsey. This was brought back to England where it was sold in June 1984 to Leo who then restored it to what was believed to be its original specifications as the M4A/2. It went on display in the Donington Museum and at the Midland Museum from 1992 until 2005, when Leo moved to Australia. The M4A then moved to the Fremantle Motor Museum in West Australia. Whilst there it was raced by Leo at Barbagallo Raceway in August 2010 and at the Collie circuit in Western Australia Feb 2014. by Jan Bussell.

And finally a couple of photos showing Leo and a silly story about cardigans and sweaters. Peter Darley, the official photographer to Team Lotus in the 1960s was invited onto the British GP podium "float" in 1965. He clicked away as, first, the winning Lotus 33B was wheeled up onto the flat-top and then as Jim Clark donned Jim Endruweit' s pullover before receiving the garland and trophy. "Actually, I was holding Jim's favorite cardigan," recalls Peter, but Jim Endruweit offered him his sweater while I was busy taking photos. When Colin saw the cardigan in my hand he said 'Good. I'll have that. It's a bit chilly up here…' – which is why you see Colin wearing Jim's cardigan and Jim Clark the baggy Endruweit sweater. Jim E sat at the front, looking a bit cold…"



Now Jimmy and Colin with the wrong cardigan and sweaters and Jim E crouched between then obviously feeling the cold!, and Leo in the background!

Got your pride and Joy all nice an shiny? then you need to show it off at the Shannons Classic day at SMP and the all British Day at the kings School

More information as the time gets closer but put these dates in your diary
Shannons Classic Day at Sydney Motorsport Park Sunday 12th August
And
All British day at the Kings school Sunday 23rd September 82-129 Pennant Hills Road, North Paramatta, Gates open at 7:00am, Display from 9:00am to 3:00pm.
Cost: There is no cost to you or your passenger if you enter, obtain a pass and display a vehicle.
To get a ticket for either or both events email Evan Jones with your car model, rego, number of people and a postal address that he can send the ticket (s) to .evanj@optusnet.com.au,



Lotus PLC has a new Commercial Director responsible for all sales, marketing and aftersales activities for Lotus Cars worldwide

Lotus is pleased to announce that Marcus Blake joins the iconic British sports car company as Commercial Director responsible for all sales, marketing and aftersales activities for Lotus Cars worldwide.
Marcus joins at a very important time for the Norfolk based business, which, under Geely and Etika ownership is embarking upon a period of investment and product development to enable Lotus to reach its full potential in the rapidly changing automotive industry.
Prior to joining Lotus, Marcus held a number of global commercial roles at Aston Martin, most recently that of Global Marketing Director for Aston Martin.
Feng Qingfeng, Chief Executive Officer of Group Lotus plc welcomes Marcus to the team, "With extensive global experience leading sales, marketing, aftersales and dealer development, Marcus will help drive forward our exciting plans for Lotus in the future. We plan to grow our business through a global footprint of highly professional dealers, ahead of the introduction of high performance, innovative Lotus sports cars that will further grow this legendary brand."
Marcus Blake said, "I am delighted to be joining Lotus at this pivotal time. I have long been an admirer of the achievements of Lotus over the years, from the extensive motorsport victories through to the peerless drivers' cars produced today. I look forward to bringing my experience to Lotus to help grow this distinctive and iconic British brand for the future."
Marcus Blake holds a BEng – Mechanical Engineering Degree from the University of Warwick



Marcus Blake

TAG ALONG THE TARGA GREAT BARRIER REEF TOUR WITH THE OFFICIAL LOTUS TOUR 2018

Targa Great Barrier Reef will run from the 31st of August to the 2nd of September, 2018, with the Targa Tour kicking off two days earlier and following the same course as the competition vehicles – closed roads and everything. The official Lotus Tour 2018 is your chance to take part, fully supported by Lotus Cars Australia, Simply Sports Cars and the awesome work they do.

The tour will see you tackle some of far North Queensland's unforgettable roads, traversing everything from rainforest to mountain passes and coastlines. It will be held alongside Targa Great Barrier Reef and you'll be a part of the event, taking part in the Targa Tour class, staying in the rally locations and enjoying all the atmosphere of competition. Most importantly, you'll have plenty of opportunity to enjoy the wonderful community that makes owning a Lotus in Australia such a unique joy and privilege.

Included in the tour is entry to the Targa Tour class of Targa Great Barrier Reef, five nights' accommodation twin share including breakfast, a five-night dinner and beverage package, lunch on each full competition day, road books and more for both driver and co-driver. The tour will be supported by a tour leader, tour manager and Lotus Cars Australia mechanics.

Twelve places are available, and all you need to take part is a road-registered Lotus, a Level 2 non-speed event CAMS licence, which is easily attainable online, and the spirit of adventure.



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!

Answer to last months "Now who Said That?"



"People don't understand that it was maybe my biggest pleasure to drive an F1 car when it's wet."

For a while I didn't think any one would get this one but finally reining champ Anne Blackwood came to the rescue with **Alain Prost** only to be followed a day later by Evan Jones, also with the correct answer!



Earlier last year (2017) Former-FIA Formula 1 World Champion Alain Prost was named as special advisor to Renault Sport Formula One Team.

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

"*I asked him if I could switch from the components and developments department at Lotus to the race team,* but Colin said D*on't do that. It's a dead end job*.' "*He was right because here I am all these years later still doing it!*"

Winner announced July

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

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
July	Sunday, 15 July 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Wednesday, 25 July 2018	Evening at Carbonix	6.30pm	59 Whiting St. Artarmon.
	Saturday, 28 July 2018	Lotus Lunch	12.30pm	Butcher and the Farmer at the Tramsheds 1 Dalgal Way Forrest Lodge
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	The Potager Mount Tomah
	Sunday, 14 October 2018	CLA AGM plus Eggs Benedict	9.00am	310 Moreton Park Rd Douglas Park
	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, 11 November 2018	Kiama auto Expo	9.00am	Kiama Showground.
	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
	Sunday, 2 December 2018	CLA Christmas Party	12	To be Confirmed
January				

CLA SA 2018 Diary

Month	Day Date	Event	Time	Location
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
July	Sunday, 1 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
	Monday, 9 July 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 July 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 28 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
August	Monday, 13 August 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 19 August 2018	EMR	8.00am	Guildford Railway Carpark
September	Monday, 10 September 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 16 September 2018	EMR	8.00am	Guildford Railway Carpark
October	Monday, 8 October 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 14 October 2018	SSES Sprints	8.00am	Collie
	Sunday, 21 October 2018	EMR	8.00am	
November	Monday, 12 November 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 November 2018	EMR	8.00am	Guildford Railway Carpark
December	Saturday, 1 December 2018	SSES Christmas Sprints	8.00am	Barbagallo Raceway

For Sale

We are refurbing the garage and we no longer need a number of tools and offer them to members of CLA in the first instance.

ENGINE HOIST + STABILISER AND ENGINE STAND

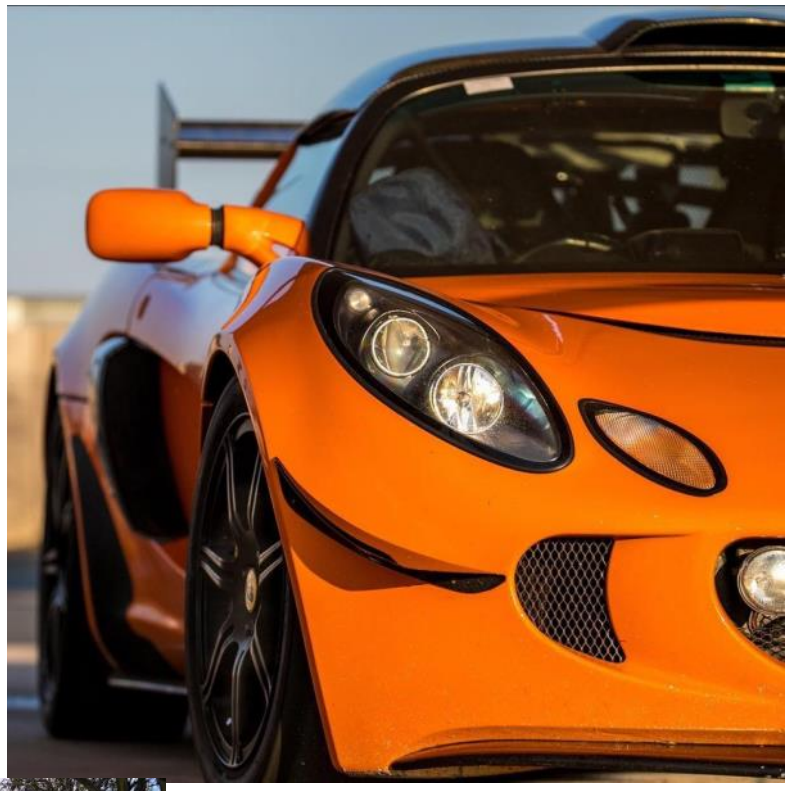
We have an Engine Hoist + Stabiliser and Engine Stand. The Hoist has a 1 Tonne Capacity and the Stand 450kg. I've these for 15 or so years and used them sparingly.
Due to the weight and volume, its pick up only. We are based in North West Sydney.
Available for one lot as they need to be gone !
Price for both Hoist and Stand $200 pickup only.







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

1975 Lotus Elite 503.

Built in 1974, but registered 1st January 1975, chassis number 74100378A is a lovely example of an early series one Elite 503 – the first of Colin Chapman's all new third generation cars. Finished in Lotus Yellow, with beige corduroy and ambla, this car has been thoroughly restored to its original and correct specification and now presents beautifully, and drives exceptionally well too. The restoration commenced in 2008 and was completed in 2012 with the following works being carried out:

A fully documented engine rebuild, photographed and detailed – these works were carried out by an ex-Lotus Team mechanic / factory engineer. Full gearbox rebuild, with new shafts, bearings and seals. Rear diff rebuild with bearings and seals and gaskets.

Suspension and brake rebuild with new dampers, springs, discs, bearings, trunnions, new trailing arms, and driveshaft U/Js.

Original chassis blasted, salvaged and powder coated by Concept Fabrication in Wymondham.

Body restored and repainted in original Lotus Yellow.

Full and complete interior restoration from top to bottom by Nick Fulcher Coachtrimmers – last of the original old stock materials used. (Bills for the interior restoration alone total £10,800.)



The car has covered 600 miles since being presented for its first MOT post restoration and is about to turn 45000 recorded miles. All handbooks are present, plus sales brochure, and history / build file and recent invoices for works in my ownership; the car has had new fluids, new belts, new PAS rack, coolant hoses, oil pressure pipe, exhaust hangers, and has had a full check over by GST Performance.

This represents a rare opportunity to own a period correct early Elite TYPE 75 with ALL the hard work having been done at a fraction of the price in reflection of what's been invested in the car in time and money.

I'm open to sensible offers, and am only selling due to other Lotus commitments.

Viewing by appointment in Wymondham, Norfolk.

International shipping can be facilitated. : swalker@lotuscars.com

Scott Walker

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

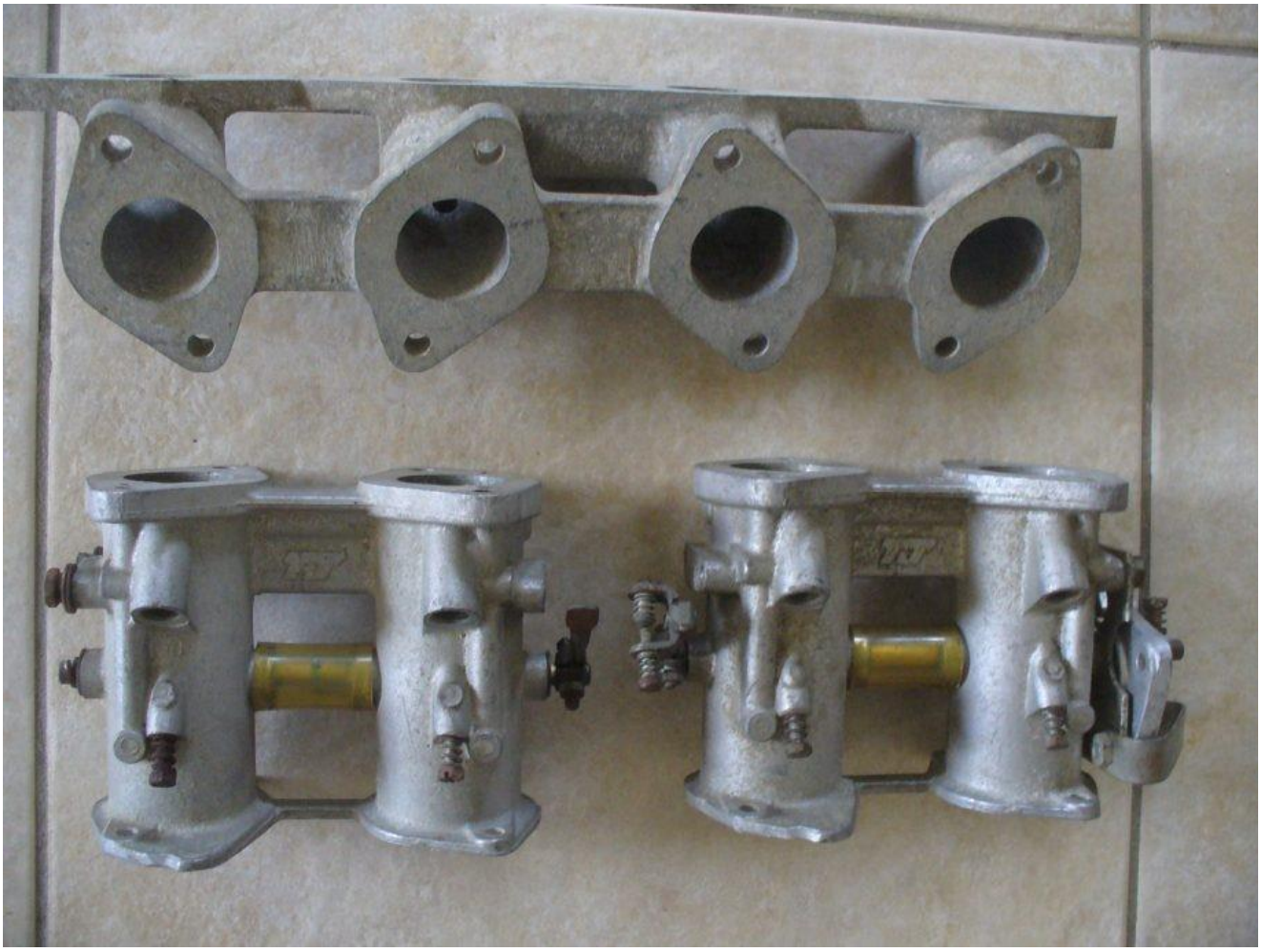
Set of Tecalemit-Jackson mechanical injection manifolds

Possibly off one of the Geoghegan race cars of the early 60's

Suit that early Lotus F1 car you have sitting in the garage

Price $650 plus freight from near Brisbane

Contact Bill by email at wsamways@bigpond.net.au



For Sale

1962 Lotus Elite Series II

Chassis No. 1728 Engine No. 10568
7437 KLM
Coventry Climax FWE 1216CC Stage III with Dual 40DCOE18 Webbers
ZF Gearbox with BMC "A" Diff with 4.55: 1 ratio – QUAFFE ATB LSD
Instruments – Original SMITHS – with reproduction Electronic Tachometer and Kilometre Odometer
Originally exported to the east coast USA. Imported into Australia Circa 1970, Road registered in NSW. Complete restoration completed by Bruce Mansell to his very high standard in 2005 as Historic Group S (a) Sports Car. Cams Log Book No. H1642. Since completion of restoration #1728 has had three owners and with the previous two owners it was mostly used for Club Runs and GEAR competition. I have mainly used it just for club shows.



It has a full log book since restoration plus photo's prior to and during its restoration.
$130,000.00 The photo's speak for themselves. This is a good price for a great Classic car in awesome condition.
Contact Scott Brooks on 0427544097 or e-mail wilburbrooks@bigpond.com



For Sale

1967 Elan S3 SE Coupè.



Changing priorities and the fact that we simply do not get out in her enough, means the time has come to part with our 1967 Elan S3 SE Coupè.
Winner of her class in the Lotus 2017 concourse at Beechworth, she is a great looking Elan and we have thoroughly enjoyed our time as her custodian.
Restored by noted Elan expert Alan Pate in Sydney and sold to us immediately post restoration in November 2014. Since when we have continued to improve her.
Converted to negative earth and the tachometer professionally converted and serviced, battery isolator fitted.
Pertronix Igniter II distributor, with new matching coil and plug leads.
Webers professionally stripped and rebuilt including new butterflies and whatever else was required to make them as new again.
Windscreen which had suffered over the years replaced with brand new.
Door cards professionally re-upholstered. Period radio (cosmetic only) fitted to replace the blanking plate.
5 New Yokohama tyres fitted.
Countless other small cosmetic items replaced.
Included in sale are one of Sarto's wheel spinner tools. Two new side window glasses not yet fitted, the originals have some light scratch marks.
Genuine hard copy of the Factory service manual and Brian Bucklands comprehensive book covering every aspect of the Elan (Often referred to as the Elan owners bible).
$50,000.00 negotiable.
John Barrass
Ph 0417 358 056 Email – barrassj@gmail.com





For Sale



The Late Maurice Blackwood's Mark I Ford Escort

Genuine Twin Cam/CK49 body with Pinto motor. Log booked. Heaps of goodies. Ready to go.

$80,000

Anne Blackwood

M0bile 0413 221 123

Shed cleanout- Lotus Elan and Caterham parts

Elan Front discs and calipers $100 were working last year

Elan front calipers $50

Elan aluminium fuel tank formed up reading for welding just add sides-free

Elan distributor complete with Luminition electronic ignition-$200

Elan front sway bar-$30

Headlight chrome surrounds-free

Brian Sutton

0412996134 or email if details wanted brianrsutton@bigpond .com