August 2019

Chunky's Chatter



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



Inside this issue

- Last 2 days from Ashton and Giles on the Peking to Paris rally
- A misty Early Morning Run in WA
- A quick look at the latest from Lotus the Evija electric hypercar!

Club Lotus Australia
August 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.

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COVER PHOTO. The newly released Lotus Evija described by the factory as the worlds first British the all electric hypercar. Em....

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 19th 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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Presidents prattle
With Ashton Roskill



Ashton is still away earning a well deserved rest after competing with Giles in the Peking to Paris rally. The Australian team of Gerry Crown and Matt Bryson finished as overall winners of the Peking to Paris Motor Challenge 2019 in their 1974 Leyland P76. This was their third victory, making it a 'Triple Crown' in an event they have really made their own. Rally veteran Crown, aged 87, said, "Our third win in the Leyland was the toughest yet but it was also very enjoyable. What we really needed though was a few more 87-year old's in the field to keep me company. I must also congratulate the organisers for keeping the spirit of the rally alive, it's the Blue Riband event of the historic world and it needs to be tough."
Below are some notes and photos from "Gidget's' Facebook page of the last 2 days of the rally.

Day 35. Liege to Ypres. Last day of competition and it was very different to previous days - Monit skills to the fore, and tight twisty lanes through Flanders fields. Add in the mixed emotions of it being the last day and it was a challenge! However apart from being rather slow on the final test (vaporisation from sitting in the queue meant Gidget didn't start firing on all four until we had done a third of the stage!) we managed all the controls and once we've sorted a misunderstanding about some penalties all will be well. Huge thanks to Mark and Janie for being here in Ypres to welcome us - brilliant! And to Philippe for coming all this way to say hello - thank you. A visit to the Tyne Cot cemetery on our way in plus standing at the Menen Gate for the last post at 8pm were vivid reminders of the immense sacrifices made here 100 years ago. And Ypres is stunning and put on a fabulous welcome for us, even if most of the locals were somewhat perplexed by the invasion! Paris here we come..



Day 36. Ypres to Place Vendome. We made it! It felt good to drive into Paris, even if the traffic was terrible. Thank you to everyone who has been following us - it has provided the extra impetus to complete this amazing adventure. We drove every kilometre of the rally, Gidget only stopped three times, all electrical and all solved, we drove some places that cars really aren't meant to go, crossed 12 countries, covered 14,000 kilometers and shared it all with some wonderful people who have become close friends - thank you all!

Ashton

Note Ashton and Giles finished 5th in the European category and 6th in the Classic Category.





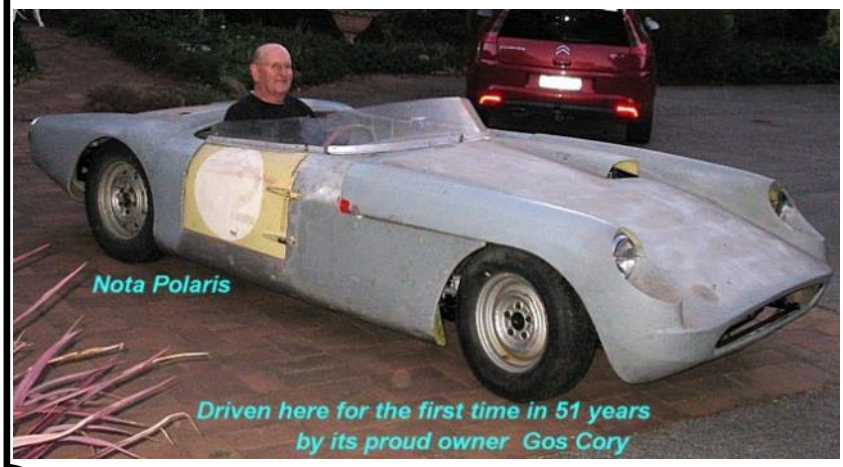
From the Editor Tom Devitt



Hi everyone and welcome to the August issue of Chunky's Chatter. Sad news this last week with the death of long time CLA member Gos Cory. Gos, an accountant by trade led a well-travelled and interesting life. He actively campaigned a Europa in motorsport and was the owner of a very unique car, the Nota Polaris which he painstakingly rebuilt. He and his wife Liz ran the Bentley Lodge (complete with Bentley) in Goulbourn for many years. They moved to Noosa several years ago. Gos was exceedingly healthy so it came as a enormous surprise when he suffered a massive and fatal heart attack whilst rowing on Sunday 21st July. There is a very touching article from the Goulburn Post here :https://www.goulburnpost.com.au/story/6292051/friends-pay-moving-tribute-to-gos-cory/



Gos Cory in his Europa (above) and in his restores Nota Polaris (Below) Thanks to Marc Schagen for the top photo



You will read in the issue of the 70th Anniversary of the Australian Grand Prix being celebrated at Leyburn with this year's running of the Leyburn Sprints. There are two (that I know of) so called sprints held annually in Australia, Leyburn and Cootamundra, and because they are relatively simple events, I am tempted to organise weekends away to attend them. However, I am not sure of the response we would get so have been reluctant to pursue it further. If you would be interested in attending this sort of event, please drop me an email. They are both run in relatively small country towns so we would need to get in early to book out some of the very limited accommodation

I have finally got off my bum and organised a Lotus Lunch for this year. This will be on Saturday 19th October. The venue is one that I hope you will all like and there is a bit of a drive involved so you can easily make a very enjoyable and relaxing day of it. Details are on page 6

Otherwise it has been a relatively quiet month with no motorsport to speak of so a slightly slimmer issue this month.

(Thanks to Anne Blackwood for the link to the Gos Cory newspaper Article)

All the best,

Tom

July Tyre Kick and Coffee at the Amory Wharf café Newington





Lotus Lunch

The next Lotus Lunch is on Saturday 19th October

12.30 Pm at Lindsay's restaurant 12 Norman Lindsay Cres. Falconbridge NSW 2776



Part of the magnificent grounds surrounding the Restaurant and Gallery showing a fountain sculptured by Norman Lindsay



Join us for Lunch at this fabulous setting in the Lower Blue Mountains at Falconbridge. This high quality, friendly fully licensed restaurant serves delicious fine food & wines that, are sourced locally.
The Café/ Restaurant forms a part of the estate and historic homestead of the late Norman Lindsay - a famous Australian artist renown for his sculpture, etchings, and somewhat risqué creations of the female form. Norman Lindsay was also the author of the famous Australian children's novel 'The Magic Pudding'.
Whilst you are there why not have a tour of the Norman Lindsay gallery which contains not only his art work but sculpture and some magnificent ship models. Its extensive gardens and bush trails, is one of the most relaxing experiences anywhere in the lower blue mountains.
*Entrance to the Gallery and Gardens is by paid ticket only ($17.00 adults, $15.00 concession) Proceeds go to the National Trust.

Bookings essential to Tom Devitt 0147 295 549 to via email t.devitt@bigpond.com



Details of the interior of the main room at the Norman Lindsay Gallery

Ex Lotus Formula 1 driver Martin Donnelly badly injured in a freak moped accident

Initially a test driver for Lotus 1990, he signed up as a race driver alongside new teammate Derek Warwick. However, after a frustrating season of scoring no points driving the V12 powered Lotus-Lamborghini (which often saw him retire with engine failure), he suffered an horrendous crash during practice at the Jerez circuit which ended his Formula One racing career. He sustained multiple injuries in the crash, including brain and lung contusions as well as severe leg fractures, the latter of which almost necessitated the amputation of his right leg. His car left the circuit at an estimated 140mph and struck the barriers. Such was the force of the accident that Donnelly's Lotus split apart, and he was thrown across the track, still strapped into the carbon-fibre seat section, which had been ripped apart from the monocoque during the impact.



Martins accident at Jerez

A fellow Formula 1 driver Roberto Moreno remembers it well. "Yeah I was at the corner. I was looking at him all the way through. It was amazing because I saw he was coming, so I followed him all the way around the loop. I saw him from the slow corner and coming up through the gears, and he was *absolutely* flat towards us, and then I could see he didn't turn, and the engine did not stop. As a driver, I was driving with him almost with my eyes. I had seen that he had not turned before the corner and was on full throttle. The moment he didn't turn, my breath stopped completely, because I knew what was going to happen next".

"Ayrton walked there to where I'd crashed," Martin recalls. "He's there by Prof Watkins and the medics while they are working on me. That is the amazing thing for me. Ayrton watched all of that, saw it all first-hand, holding my crash helmet and possibly watching me die from a crash. He watched all the needles and syringes and the tracheotomy. Then he went back to his garage, put his helmet back on, visor down, and with just 10 minutes left, did the fastest lap of Jerez ever of that track." That lap included a huge flat-out broadside slide at the corner where Donnelly had just crashed about an hour before.

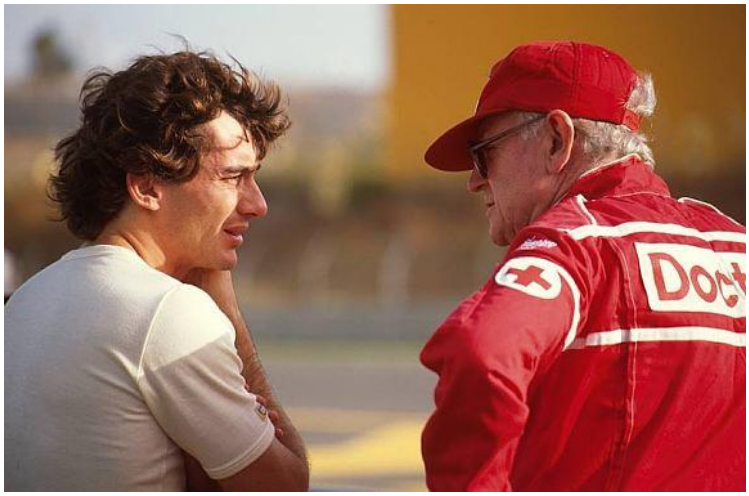


Front airborne at the 1990 Italian Garand prix

Donnelly later recalls "In those days we had an hour and a half warm up before the qualifying session. I don't remember any of it," he says. "Between sessions the morning of my crash, Lotus took me into the motorhome and offered to extend my contract into 1991. I signed the option letter, and I got a cheque for

US$40,000 as an option on my services

Donnelly's recuperation would be long and tough. After the accident, Professor Sid Watkins put him into an induced coma. He was, so the story goes, brought out of the coma in six weeks later, in Belfast on Guy Fawkes Night. He knew he was in Belfast because the noise of fireworks reminded him of the bombs that went off there regularly at that time.



Ayrton Senna with Professor Sid Watkins

"So I did the unofficial practice, had got the cheque, and then in first qualifying, 'BOOM' had my crash And when I came out of my coma six weeks later I still couldn't talk because I had so many tubes in me. Pretty much the first thing my fiancée Dyanne said to me was: "Where's the cheque? Don't die just yet, but where's the cheque?!"

Donnelly is now an ambassador for Lotus, and in July 2011 at the Goodwood Festival of Speed, he was reunited with a 1990 Lotus-Lamborghini 102 Grand Prix car – the type that almost killed him. For anyone who knew the Martin Donnelly story, it was a moving and emotional moment seeing that orange and blue helmet back in the yellow Camel Lotus. It was a demonstration run, but one well received by his peers there – as well as the sellout crowd, which not only cheered him all the way up the hill, but applauded again as he slowly came back down it, having tied his overalls around his waist. It was unusual see an F1 car being driven in a T-shirt. But that F1 car being driven by Martin Donnelly, was a special moment.

Earlier this month, Martin was taking part in a sponsored moped ride on Thursday 4th July, in Ireland, for the Teenage Cancer Trust, and suffered a fall at low speed before being hit by a following moped.

One of Martin's good friends, Jonathan Lewis, began raising funds to help him financially, after learning that there was a possibility that Donnelly could face amputation of his left leg. Within 24 hours, the campaign had raised £20,000 — twice the £10,000 target, which has now been revised to £25,000. Stefan Donnelly, Martin's son, said that his father is currently recovering from his surgery, which was performed on Saturday evening. "The break was very bad, basically a clean break across the femur. The complicating fact is that he has an infection, which is not good for the recovery process or the health of his leg, so they are keeping a close eye on that."

Lewis, a familiar face in motorsport circles and an old friend of Martin's, said: "With his left leg, he obviously isn't a good motorcyclist at the best of times. The more I think about it, the more about I blame myself. I suggested he drive the support van, but Martin being Martin he said, 'No, no, no; I want to do it'."

Lewis says that Donnelly pulled on the front brake entering a hairpin, at about 20mph, and the front wheel slid from under the scooter, throwing the rider to the road. A following moped rider hit his left leg, just above the knee at the femur – the same leg that had been broken in two places and required complex reconstruction following Donnelly's F1 accident. "When I was with Martin in the hospital, he said 'It was 20 miles an hour, for Christ's sake, and look at me!'" said Lewis. Because no specialists were available to treat Donnelly in Waterford, Ireland, Nick Jordan, the founder of Argo, the racecar constructor, drove Donnelly to the ferry in Holyhead. He is currently in the care of specialist surgeons at Norfolk and Norwich hospital.



Martin Donnelly at the Lotus Driving Academy

Quokka Talk –June EMR - The Misty Morning Run:

By Adrian Jones, photos by Ellie Hamilton & Wayne Proud

The June EMR started with a drizzly gathering of damp Lotus and their owners in the Guildford railway station car park. The hard-core group of Elise and Exige were determined not to be put-off by a less than perfect forecast of heavy showers and the looming afternoon severe weather warning. However, the dedication towards the pre-run car park chat was tested by the onset of another shower, which sent owners scattering to their cars to retrieve their umbrellas from an array of novel locations in which oversize rain protection can be secreted within cars that are not renowned for their capacity to carry large objects! Adrian and Lena were the nominated run leaders for the day in their red Elise220, which lead the five Lotus on the route heading out from Guildford up to the Perth hills. Climbing up towards Darlington had the group enveloped in a low lying light mist, which was to accompany us for the majority of the run, ensuring that the greasy roads suppressed some of the more spirited cornering normally exhorted by the pack. Notwithstanding, we wound our way up to the top of Mundaring Weir for a stop at the dam wall for a quick photo call and debate about the location of the fun police and their flashing instruments. Onward down into Kalamunda and then across to the Zig Zag Scenic Drive in the Gooseberry Hill national park, with the normally spectacular vista of Perth city and its surrounding flat plain replaced by moderately thick fog, which set owners fumbling for the location of their fog light switches that are rarely used in earnest here in Western Australia. The decidedly dank Norfolk Broads weather system persisted until we emerged from Darlington and crossed the Great Eastern highway to enter the John's Forrest national park access road. Slightly better conditions were starting to prevail, but the sight of the brightly coloured Lotus convoy was a much more desirable photographic target for the brave tourists stationed at the national park lookout points! Across to the well-trodden back roads via Parkerville, Stoneville and a quick loo stop in Mount Helena. Then the final charge up to Chidlow and Bailup and onto the spectacular Clenton Road switch-back series. The intent of capping off the run with the ubiquitous roller-coaster was almost missed by Adrian, due to the impeding ute that curtailed the descent prior to turning onto roller-coaster, but a quick crackle of the UHF radios from the rest of the pack saw the execution of an U-turn, and back to the promised exhilaration of the roller-coaster's hallmark stomach inversions before dropping into the Swan Valley wine region. The very British weather scenic run was capped off by a pleasant early lunch at Lamont's Winery and the public spectacle of a winery car park packed with rather dirty Lotus. Happy car washing and look forward to seeing you all at next months 'run!



Adrian & Lena guiding the way



Losing our stomachs on Roller-Coaster Road

Anne Blackwood is organising another couple of Adventures So if you want to get out and about (and it doesn't have to be in a Lotus) contact Anne to be a starter!

"Great Drives of the Great Divide - North

Following on from the success of the Tassie and Ghost Mushroom trips, I am planning the next one. Great Drives of the Great Divide - North for early 2020 - probably February after school holidays. Roughly, the plan is the zigzag up the Great Divide ending at the Glasshouse Mountains and following a similar route back. O'Reilly's Rainforest Retreat in the Queensland hinterland is possibly one stop. If you would like to be involved, please email me at: anne_blackwood@hotmail.com

If we like this one we'll head south on the Great Divide at a later time.

Ann is also looking at putting together a tour group to spectate at Race To The Clouds, Pike's Peak, Colorado next June 2020. Anyone interested please let me know. anne_blackwood@hotmail.com





Above, a fascinating ariel shot of the dramatic circuit and to the left one of the original competitors when the track opened in 1916.

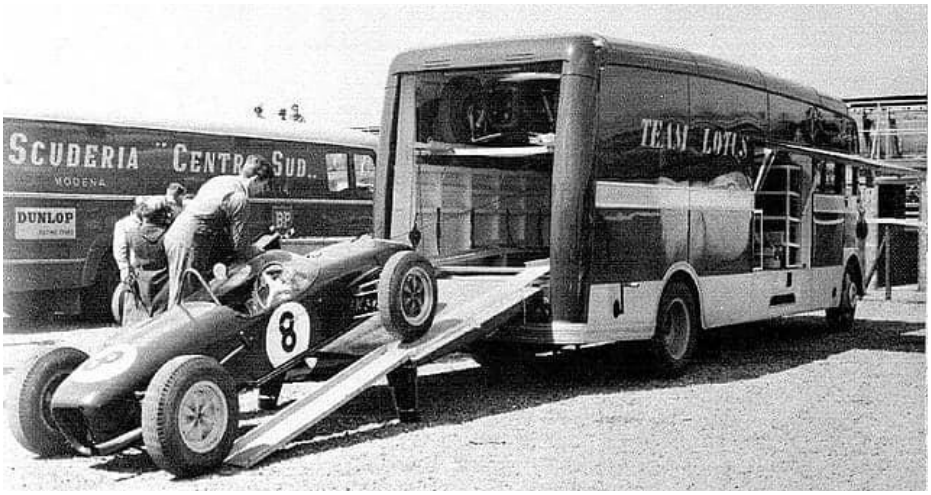
Snippets from the past

The Story of the Lotus Bedford Transporter.

Colin Chapman decided to build what was the first purpose build racing car transporter used by Team Lotus. It was built in 1961 on a standard 18 feet wheelbase Bedford SB coach chassis by Arterial Motor Bodies on the Southend Road in London.

The overall height was kept at 10' 6" so it could get on and off the ferries of the time and with an overall length of 28' could carry three cars, two on the top deck with the third on the lower, a bit of a tight squeeze but possible. There was also a tow ball on the rear for a trailer. Amidships, hatches either side revealed stowage for oil, tools etc. and including six spare gearboxes.

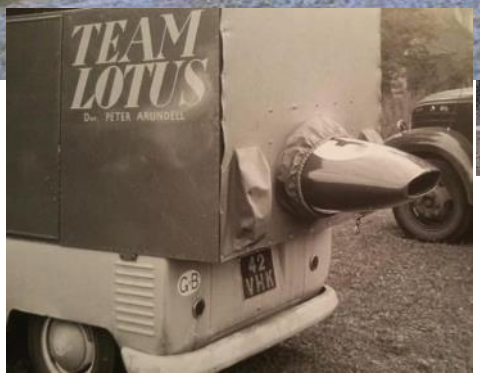
Fitted with a 2.8 litre engine this Bedford was still terribly underpowered. A four speed gearbox mated with a twin speed final drive. The brakes weren't particularly great either, and were always prone to overheating. Up front, a standard drivers seat was complimented with twin passenger seats from an aircraft. Behind the driver a small dickey seat was set at 90 degrees together with two bunk beds. Originally the Bedford had just single headlights but it was rebuilt with a new front end incorporating twin headlights, spotlights and a sturdy bumper, the reason for the modification was due to an altercation with a motorway service lamp post on the M1 motorway.



A Lotus 18 bring loaded onto the bottom section of the transporter with another 18 just visible in the top



The transporter served Team Lotus in F1 up to 1966 and was then used for the F2 team in 1967 before being sold on, together with two Type 48 F2 cars, to Gerry Kinnane for his Team Ireland racing team.





Another 2 bearing the name Team Lotus but were not actually factory transportation. Above Cliff Allison probably transport for his Lotus Eleven and Left Peter Arundell VW Kombi with probably his Lotus 20 poking its nose and front tyres out!

A Commemoration of the 70th anniversary of the Australian GP and Queensland's first-ever Australian Grand Prix

The weekend of August 17th and 18th 2019

Leyburn in the Darling Downs of Queensland will showcase of one of the most significant motoring events in Queensland and one of the State's biggest regional events staged, when the 23rd annual Historic Leyburn Sprints takes place in the small rural community of Leyburn.
2019 marks the 25th anniversary of the Historic Leyburn Sprints concept and the 70th anniversary celebrations of the Australian Grand prix in 1949.
Great excitement is building up for this event in the tiny community with great and famous names of Australian Motor racing scheduled to make and appearance. Colin Bond, Dick Johnson, Fred Gibson, Kevin Bartlett and John French are scheduled to attend what promises to be a memorable weekend.





Kevin Bartlett and John French

Motor racing in Australia came of age in 1928 with the inaugural AGP held at Cowes on Phillip Island. 21 years later, after enjoying a lengthy eight year stay at its original home and then stints at Victor Harbour (South Australia, 1937), Mount Panorama, Bathurst (NSW, 1938/47), Lobethal (South Australia, 1939) and Point Cook (Victoria, 1948) it was set to move the Qld. The plan was to strengthen the national significance of the event and Queensland was set to get its own slice of motoring history.
Lowood was the first choice but with the AGP scheduled for the traditional Sunday racing time slot, this hit a moral nerve with Lowood locals who confronted the Queensland Motor Sporting Club, voicing resistance to scheduling a sporting event during church mass and so the event was re-scheduled to take place at Leyburn, about 75 km south west of Toowoomba.
The 150-mile AGP played a major hand in establishing the final results of the 1949 Australian Grand Prix, at a time when motor racing was endeavouring to shrug off its amateur status. Custom-made special vehicles formed the bulk of the Leyburn field, with a strong contingent of MG Specials and a number of older European cars. Many of the entrants succumbed to the hash track conditions with their vehicles unable to complete the 35 laps and so it was left to the hard-nosed semi-professionals to battle it out.





Dick Johnson and Fred Gibson

John Crouch, in a sleek looking Delahaye collected chequered flag and along with Frank Kleinig in a Hudson Special obtained the equal fastest lap time for the event. Both drivers clocked 2m 52 seconds around the 6.9km circuit at an average speed of 145km/h. So with the £150 .00 winners cheque handed over, Leyburn once again laboured away to its traditional rural life and pace.
Organisers expected around 3,000 people, so when a crowd of over 30,000 turned up, it created mayhem,

but also a place in history. All food and drinks were sold out by 10am, and the gatekeepers resorted to throwing entry money into a pile in a tent, trusting the honesty of the thousands of motor-racing-deprived fans.

The Leyburn site was only used once as the host for the Australian Grand Prix, with races after that being conducted in Lowood and Strathpine. However, the Toowoomba Auto Club continued to use it into the early 1950's for local and Queensland motor racing events, including the Queensland Road Race. A young Jack Brabham won this before heading overseas to further successes.

Mike Collins, a local Motor Sport fanatic came up with the idea of resurrecting the 70th Anniversary celebrations. "Realising the significance of 1999 as the 70th anniversary of the Australian Grand Prix in Leyburn, I thought we could lay the platform for a huge celebration." "In conjunction with the HRCC we surveyed the original site of the Grand Prix but it was deemed too far gone to renovate and so the concept of establishing the sprints in the town was born."

Once again community consultation was sought before proceeding with the plans to re-establish Leyburn on the Australian motoring calendar and after gaining public approval the Historic Leyburn Sprints was developed.



62 Years ago this month Australian Paul England competed in his only Formula One race

Born on the 28th March 1929, Paul England worked for Repco in his early days. He raced a Ausca sports car powered by a 138 Holden Grey motor. Readers may remember this car in the hands of Bruce Polain when it won the Tom Sulman trophy race at Amaroo in 1980.

Paul only ran in one Formula 1 Grand Prix when he competed in the 1957 German Grand Prix at the Nurburgring, racing a Formula Two Cooper T41 Climax. Sadly he retired on lap 23 with distributor failure. The race was won by Juan Manuel Fangio and was also notable for being Fangio's 24th and last victory of his F1 career.

On returning to Australia Paul competed with a bit of weird and wonderful car fitted with a VW 1800cc motor in the front and a VW 2200cc motor in the rear to take out the Australian Hill Climb championships in 1970, 1973 and 1974.



Paul England at the 1957 German Grand Prix

It doesn't always have to be about Lotus does it?

Twenty years ago this month the Jordan Grand Prix racing achieved its best ever result when drivers Damon Hill and Ralf Schumacher finished first and second at the Belgian Grand Prix.

Edmund Patrick Jordan, OBE was born in Dublin in 1948. He won the Irish Kart Championship in 1971 and then moved to Formula Ford in 1974. He was the founder and owner of Jordan Grand Prix, a Formula 1 constructor and team that operated from 1991 to 2005. The team quickly gained its respect and punched above their weight on a number of occasions during the first season. Jordan gave Michael Schumacher his Formula 1 debut in the team's first season. However, after one race for the team, Schumacher was lured away to rivals Benetton.

Twenty years ago this month, on 30 August , the 1998 Belgian Grand Prix was held at Circuit de Spa-Francorchamps. Contested over 44 laps, it was the thirteenth race of the 1998 FIA Formula One World Championship. The race was won by Damon Hill driving for the Jordan team, with Hill's teammate Ralf Schumacher finishing in second place and Jean Alesi finishing in third for the Sauber team, taking his last podium of his F1 career.

The race ran entirely in extremely wet weather, and on the first lap David Coulthard lost control of his McLaren, causing a multiple collision involving thirteen drivers, which led to the race being stopped. After a delay of more than an hour to clear the track, the race was started the second time. At the restart, championship leader and pole-sitter Mika Häkkinen spun his McLaren at the first corner and was hit by the Sauber of Johnny Herbert, forcing them both to retire from the race. Hill took the lead, but was overtaken on lap eight by Michael Schumacher. Schumacher had built up over 30 seconds of advantage over Hill by lap 24 when he came up to lap Coulthard. After being instructed over the



Jordan introduced nose arts from 1997 to 2001. This pictures their snake mascot Hissing Sid in the first year.

team radio to let him past, Coulthard slowed down but stayed on the main racing line. Due to the spray behind Coulthard, Schumacher was unsighted, hit the back of the McLaren, and caused terrible damage to his Ferrari. Coulthard initially retired due to damage on his own car, but eventually rejoined the race and finished seventh.

Hill inherited the lead with his Jordan teammate Ralf Schumacher behind him. In the latter stages of the race, the younger Schumacher was catching Hill. Initially the team informed Hill about his teammate's pace and instructed him to let him past. Hill, however, was adamant that because of the danger of the spray, he would not step down, telling team owner Eddie Jordan they either race for first place and risk ending up with nothing, or hold positions and bring the team a 1–2 finish. Team orders were then issued, instructing both drivers to hold their positions to the finish. Hill brought home the first F1 win for the Jordan team after 126 starts, bringing his own win tally to 22. It would turn out to be his last F1 win.

One week after the race, Schumacher and Coulthard had a one and a half-hour private meeting and emerged shaking hands vowing to join up to combat for clearer guidelines when lapping and overtaking. Schumacher later said, "It's clear he [Coulthard] did nothing wrong at Spa."

In 2003, David Coulthard admitted for the first time the crash at Spa was his fault: "The reality is that I lifted to let him pass me, but I lifted in heavy spray on the racing line. You should never do that. I would never do that now."

In 1999, Jordan achieved their F1 finest hour when Heinz-Harald Frentzen became a genuine contender for the championship, ultimately finishing third, the best placing ever of a Jordan driver and accumulating two race wins along the way. He was leading the European Grand Prix, but retired because of electrical problems. Had he won the race, Frentzen would have been within a point of the championship lead with two rounds remaining



Eddy with some 'Research Assistants'!

Lotus announce its first electric Hypercar, the Lotus Evija



Lotus, in early July confirmed that the Type 130 would be known as the Lotus Evija. Starting with the letter E, it keeps with tradition. Not only is it Lotus' first electric car, it is also the company's first car under its new owner, Geely.
The car will be assembled at the Norfolk plant, along with the rest of the Lotus range. However, the carbon-fibre structure will be built in Hethel, away from the company's main production line.
The teardrop-like cabin design adopts similar forms from hypercars like the Aston Martin Valkyrie, to allow for better airflow around it. Downforce will be generated from an underbody diffuser, in addition to moveable wing elements and a drag-reducing DRS system.

Attendees at the July Goodwood Festival of Speed got a little sneak peek. Instead of being on display in the normal way, it was hidden inside "a dramatic 'light show' experience" that was highlighted the car progressively. Basically this is lots of led beams flashing on and off inside a darkened room and highlighting various bits of the car, and culmination with a half second high-intensity strobe illuminating the whole car (Blink and you miss it!!)
"Evija," according to the press release issued by Lotus, "means 'the first in existence' or 'the living one'." However, ***Names.org,*** says that "Evija" is Latvian, And checking in Latvia, one website discovered the name Evija means "To breath or live," and is of Hebrew origin. They then checked with Max Finkel, a Hebrew speaker, what Evija means in Hebrew. He said that there is a given name in Hebrew however, that is pronounced more like "Aviya" than "Evija." Further googling also brought up a ceramics shop in Riga, so it all sounds like a bit of a crock..



The Lotus Evija was unveiled in full in London in Mid July. Since its existence was confirmed at the Shanghai International Auto Show in April, the car has been known only by its Lotus Type number – Type 130. In May, Lotus confirmed a maximum of 130 examples would be built in tribute to its Type number.
Beneath its Le Mans-inspired exterior, replete with a 'Venturi tunnel' through each rear quarter, the Evija uses a mid-mounted 70kWh lithium-ion battery pack that is shrouded in the one-piece carbon-fibre monocoque chassis.
The battery has been developed by Lotus' technical partner, Williams Advanced Engineering.
Lotus says it is targeting 1470kW (2000hp!) and 1700Nm outputs for the Evija, which will translate to a 0-100km/h time of "less than three seconds" and a top speed in excess of 320km/h.
However, the feeling amongst Lotus owners is that the company could be better served by designing a new Elise and Exige. That said, it is rumoured that there are 3 Evija cars allocated to Australia.



Answer to last months "Now who Said That?"



Surprisingly, there was no winner this month even though it was really easy. It was Mario Andretti AGAIN!!

He was speaking of his reaction to the news that Ronnie Peterson had just died in Hospital

"I got a call from Emerson early in the morning, saying that there was a problem with Ronnie, that things didn't look so good. Dee Ann and I went down to the Niguarda Hospital, and a friend of Ronnie's met us there, suggesting that we didn't even get out of the car because of all the journalists and crowds. He told us Ronnie had just died. I drove on down the road a little way and then stopped. What was there to say? There were a lot of press people and photographers there, trying to interview me. I didn't want to talk at all, but I just said something like' Unhappily, motor racing is also this'.
It was how I felt, and it left nothing more to be said, as far as I was concerned".



Fittipaldi and Chapman

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

"When they knew I should likely survive, my fiancé Dyanne went looking for the cheque. No one knew where it was. Well, I wasn't talking, I was in a fing coma!"***

Winner announced July

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

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
August	Saturday, 17 August 2019	CSCA MOCA SMP Gardner / Brabham	8.00am	SMSP Gardiner or Brabham circuit
	Sunday, 18 August 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Sunday, 18 August 2019	Shannons Classic	8.00am	SMsp
September	Saturday, 14 September 2019	CSCA MGCC SMP Druit Rnd 6	8.00am	SMSP 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	Saturday, 19 October 2019	Lotus Lunch, Lindsay's Café/ Restaurant.	12.30pm	12 Norman Lindsay Cres, Faulconbridge NSW 2776
	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	
	16,17/ 11/2019	HSRCA Wakefield 25th anniversary	8.00am	Wakefield Park
December		CLA Christmas Party		TPA

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
August	Sunday, 4 August 2019	Sunday Run	9.00am	Sikh Centre carpark
September	Saturday, 7 September 2019	Sunday Run	9.00am	Sikh Centre carpark

The wake of Fred Vogel well known and much loved CLA member was held at the Austrian Club recently Will Hagon addressing the attendees.



For Sale

LOTUS SUPER 7 MK4



1978 Steel brothers NZ, built under official licence from Lotus UK. Could be one of the very last Lotus Mk4s built in the world.

The car was totally rebuilt in 1995 and has only covered 2,800 kms since. Features its original twin cam 1.5 litre engine, Spax adjustable shocks, Simmons three-piece wheels, Sierra five speed close ratio gearbox and brass button clutch. All in very good condition.

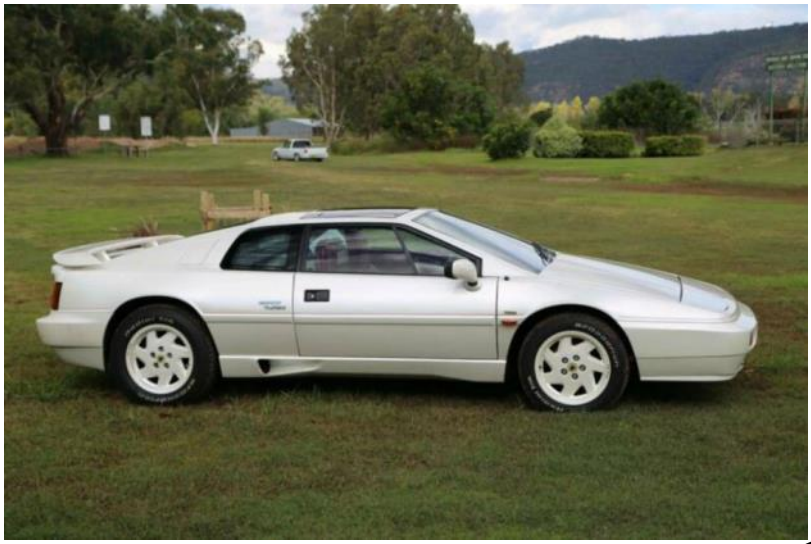
Fabulous to drive! I'm selling to fund the next purchase.

Bargain at $33,000 ONO. The car is currently on historic rego and is located in Bathurst NSW. Send Seth an email, and he'll put you in touch with Craig.

For Sale

1989 Lotus Sprit Turbo

1989 Lotus Sprit Turbo in highly original, time-warp condition is up for sale.
Everything works, and all major work has been done, including fuel tanks, brake rebuild, top-end rebuild, cam shaft oil seals and drive shaft oil seals. The interior has been refurbished with original leather and stitching.
Asking $65,000.
Any questions, or to express interest, contact Seth at web@clublotus.com.au and he'll put you in touch with the Seller.



For Sale

UNASSEMBLED AMAROO CLUBMAN

Sydney member Bill Pittelkow contacted us to tell us that an old friend in Victoria wants to see his unassembled Amaroo Clubman. He finds he is unable to finish it due to ill health and work commitments. The parts have been stored dry at Emerald (Vic) and cost him at least $25K. He suggested a sale at $12K negotiable. His phone is 0411 024 021 and his name is Lachlan Thompson. Alternatively, Bill can answer some of the questions about veracity etc. on 0412997572 anytime.

Package Includes

Amaroo Clubman Chassis, Roll Bar, Cortina Disc Rotors New. Cortina TC Uprights. Cortina Brake Calipers, Escort Rack. Locost Book. Mag wheels (4), Amaroo Fibreglass Nose. Springs front & rear

Duratec 2 litre Australian engine, Charcoal Cannister, ECU, Focus Instrument Panel, Focus Steering Column, Fuel Pump. Loom. Seat belts. Duratec FBW Accelerator, Duratec Exhaust. Super 7 Badge

Guard moulds. Fibre glass & Resin batch 2, Fibre glass & Resin batch 1, Escort Mk2Tail shaft Axle caps & wheel nuts, Control cables, Flasher, Brake Calipers. Foot pedals, Front discs, Front Seats

Fuel tank filler, Gearbox 4 speed, Hand brake, Hand Brake cable, Heater, Horn, Number plate holder

Radiator, Escort Rear axle & Diff, Relays and assorted electrics, Seat belts, Starter motor, Steering column, Steering rack, Stoplight switch, Tool kit, Tyres (5), Wheels (5), Aluminium Scuttle (Made in UK), Cortina Uprights front Set 2 (spare set), Cast Gearbox Top, Rally Design UK Bellhousing, Rally Design UK Pedal Box, Engineering Ben Wright, Whitepointer Lotus 7 Wing Guards, Head Lights & Aero Screens, Ford Escort 5 speed Gearbox Already fitted to bell housing and sierra hydraulic clutch

filler cap brakes, Electronic speed sensor, seat belt anchors, Rally Design UK Brake master res, Tie rod ends, Assorted Rivets & Fasteners, Mini Wiper Assembly, Steering rack rubbers, Steering rack boots, Lotus Gearbox Mount, MGA Clutch Disc, Cooper wiper blades, Roll Bar, Mazda 3 Flywheel, Fuel Tank, Aluminium Rear Guards (made in UK), Rear axle brackets, Whitepointer Seats Clubman, Rally Design UK Engine mounts, GAZ Shocks



Amaroo Clubman. Please note this is NOT a photo of the advertised car , but of an existing model of this clubman.

For Sale

1968 Lotus Europa S2



1968 Lotus Europa S2 (Type 54) Australian delivered Black Badge model (to commemorate the death of Jim Clark in 1968) in amazing original condition with long known history. 64,000 original miles. Yellow with black interior. Renault 16TL engine and 4 speed gearbox. 13" Performance Minilite wheels. Original steel wheels (Can be provided if required at a cost as currently in Tasmania). Spare Renault engine (Internal condition unknown, but can be provided if required at a cost as currently in Tasmania). Factory workshop manuals, tool kit and jack. Chassis number 541162. Europa S2 production total of ~2750, with Black Badges being approx. 50% of that number. I have known this car and its history for over 24 years. An Australian delivered car and fitted with a Geoghegan weber carb and exhaust performance kit. Original yellow colour and black interior. Paintwork is in great condition, and considered to be majority original. It was based in Adelaide for over 10 years to my knowledge. It was purchased by my father (a mechanic) in September 1995 and was relocated from Adelaide to Tasmania. In 1998 the car was sold to a family friend. During this ownership of 17 years, the car was rarely used, and was mainly storage in a dry warehouse as part of a large car collection. In December 2015, I purchased the car back from my family friend, and relocated the car to Victoria. Due to the extensive period of storage, once the car was in Victoria, V&A Spiteri performed an extensive mechanical refurbishment over a period of over 6 months. The focus of the refurbishment was to rebuild/replace all mechanical parts to ensure reliability and safety, and introduce a few improvements beyond standard to make to car more useable. I have supporting invoices for parts and labour totaling more than $40k. A list of refurbishments is included below. Today it is presented in fantastic, honest and original condition, with all required mechanicals refurbished. Some minor improvements were made to make the car more useable and reliable without over-restoring the car where it would lose its originality (e.g. improved ventilation, electrical cut off, four-wheel disc brakes etc.). It will be sold with a history file and workshop manual. It's currently on a historic club permit, so registration is not transferrable. Please contact Darren on 0439 315 759 for further information, or send an email to Darren.fogarty@hotmail.com List of refurbishments include (but not limited to): Brakes: Full "Banks" 4-wheel disc brake conversion system (from the UK) New brake master cylinder Braided brake hoses Original handbrake works on 4-wheel disc conversion Suspension & Tyres: New Michelin tyres 4 GAZ adjustable shocks Suspension bushes Machine suspension to correct caster and toe New wheel bearings Rebuild and shim steering rack Replacement rear hub and rebuild Machine and rebuild front hubs New drive shaft seals Rebuilt CV joint Rebuilt driveshaft Engine: Full exhaust system from head to tail pipe New intake manifold Rebuilt carb Heat shields to stop fuel evaporation in carb New water hoses Repaired water pipes New water pump New engine mounts New battery New sports air cleaner in improve engine accessibility Compression test was strong and negligible oil consumption so engine was left unopened Body and cabin: Improved cabin ventilation by ducting and fans New seat belts New roof lining and sun visors Lined and heat protected luggage bin Rebuilt passenger window winder Installed battery isolator switch Installed engine bay Dynamat to reduce cabin heat Rust protect chassis rails Rebuilt wiper motor

For Sale

2003 lotus esprit v8 twin turbo

2003 lotus esprit v8 twin turbo , one of the last 6 right hand drive lotus Esprits ever made , final edition with all the highest spec fittings lotus ever offered on the v8 esprit like AP racing front brakes , centre rear exhaust , latest dash , round rear tail lights etc., original condition, has never been damaged or resprayed everything is as it should be and in excellent working order with full up to date service history and extremely well maintained , It should go without saying , but everything works and operates 100 % as it should . please call or email to arrange and inspection and discuss the car.





$110000

Odometer 48262

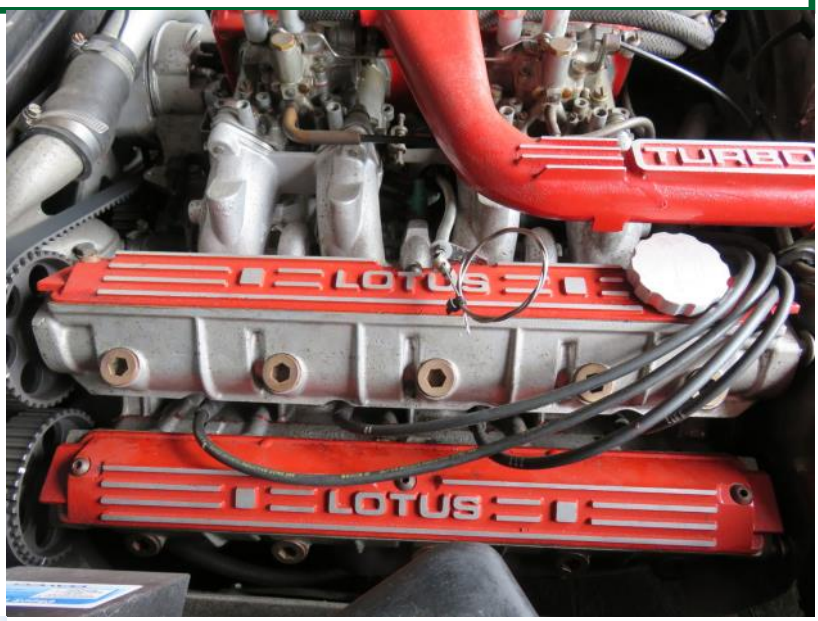
Liam Ohalloran

Ph 0410 13 14 38



For Sale

1988 Lotus Esprit Turbo



I'm offering my baby for sale as I'm getting too old and broken to drive it for long enough distances to enjoy any more.

I would be lucky if it gets a run 5 times a year in recent times.

Purchased in 2015 from a Lotus Club member who imported the car to Australia in 2007 and subjected the car to a complete, meticulous, fully documented rebuild and professional respray.

After much jumping through hoops I was finally allowed to buy it from the owner, once we got the car back to Sydney the engine was removed, a new exhaust manifold was fitted, timing belt replaced, the cam carriers were removed and resealed, valve clearances adjusted where necessary and refitted, new engine mounts were fitted. Then it was off to the motor trimmers for new leather seats, head liner and centre console.



The car is in excellent condition mechanically and cosmetically, runs well and is kept in a lock up garage and is registered in NSW as an historic vehicle.

Sold with comprehensive documentation relating to all work completed.

I have the rear wing but never fitted it.

Rego expires 31-10-2019.

This car looks, sounds and drives brilliantly. Nothing to spend.

I am asking $60,000 but am open to reasonable offers.

Tony 0414 612 115



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