OCTOBER 2019

Chunky's Chatter



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



Inside this issue

- Last chance to grab a seat at Lotus Lunch on the 19th of this month at Lindsay's Falconbridge.
- Get ready for Lotus 2021.
- Lotus Driving academy Mike Hamilton tells us the whole story.
- Photos from The Kings School All British day in September.

Club Lotus Australia
October 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 Lotus Elise has been awarded the prestigious Readers' Champion award at the Autocar Awards 2019.***

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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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



Blimey. Another month has come and gone.

Goodwood Revival has happened (and if you haven't seen the footage you've missed some awesome racing!), we've had the All British Day (with a slightly reduced turnout from the Club, so I'd be interested to know from you if this is no longer something that interests you) and Gidget has come home!

We've also won the CSCA series with the last round still to go (well done to everyone who's had fun out there this season, and remember there's still the Triumph round on November 10th to go so please support this as otherwise we could lose another round), and Lotus came away from Targa Great Barrier Reef with lots of cred - well done to everyone involved - it looked a blast but there's no way I was going to get there this year :)

Still to come we have the Lotus Only day at Winton (contact Lotus Cars for one of the last few spots) on October 7th.
Then there's the Alpine Classic (run by the Classic Rally Club but we are invited if you fancy the fun), and the last round of the Targa series, Targa High Country from 8-10 November.

But MOST importantly, please put the Club Lotus Christmas Party in your diaries. It's on Sunday 8th December, and as last year, we'll use it to host the AGM beforehand too. It will be in Lane Cove National Park again, we'll cater it again but do some work on the logistics so no one goes without this time, and we'll start praying for sun! This year's location will be at Commandment Rock picnic area which is further into the park than last year's location. AGM will start at 11, lunch from 12. See you there I hope.

Right, I'm off to pick up the Elite and take it to Wakefield for the HSRCA Spring Festival. I hope to see some of you there too.

Meantime keep it safe, upright and (generally) on the black stuff,

Pip Pip

Ashton



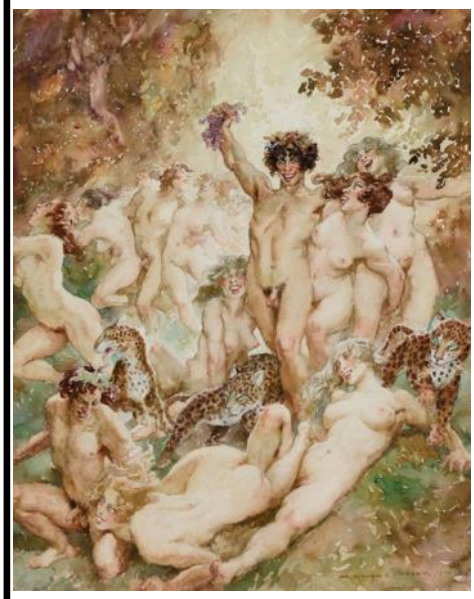
Whilst getting the Elite ready at Wakefield on Sunday, Ashton discovered a long lost racing glove which he quickly surmised must have belonged to Brian Caldersmith, the previous owner. Brian quickly Facebooked back "*Is that a Stand 21 Glove? I wondered where it went. They were given to me by Win Percy, worth a half a second a lap!*

From the Editor Tom Devitt



This month we have a look at a couple of significant Lotus anniversaries in this issue. Firstly, 65 years ago, Colin married Hazel, and 60 years ago, the Lotus Company made the major decision to become a seriously large automotive company and built a new headquarters containing both offices and factories at Cheshunt in Hertfordshire. Both of these occasions are featured inside this months Newsletter.

We are close to closing the book on



Norman Lindsay, a Bacchanalian scene!

starters for the last Lotus Lunch of the year, so if you are coming make sure you have booked via email to t.devitt@bigpond.com or phone me on 0417 295 549, but quickly please. These are always great outings, this time spiced up a little by the somewhat risqué paintings and drawings of the late Norman Lindsay in whose estate to restaurant sits. (Although there is no charge if you are simply coming to the lunch) details page 6.

The CLA NSW Christmas Party is also fast approaching, this year at the Commandment Rock picnic area in the Lane Cove National Park. We have again hired the Pop-up-Picnic people (who were so popular last year) and the Club will again be substantially subsidising to event. The venue is close to the centre of the park so can be accessed via the Delhi Rd. entrance or the A3 entrance. Whichever way you come make sure you book soon as we will be closing off number's early in November. Booking and payment details are on Page 7.

The organising of bi-annual gathering of the Lotus Clubs throughout Australia has again come around to the NSW Club and will be held in 2021. For ***Lotus 2021***, the committee decided would do away with the usual format of : Concourse / Track-day/ Outing and Farewell dinner and go for a Tasmanian Holiday. The plan is to board the Spirit of Tasmania on Saturday 20th February, spend a couple of days around Hobart, then a couple of days on the west coast, then to Launceston and back to Devonport to board the ferry on the evening of Friday 26th February, arriving back in Melbourne on the 27th. There will be day trips to fabulous destinations and of course the magical roads of Tasmania were designed with Lotuses in mind! At the moment we are simply seeking expressions of interest, so if this sounds as exciting as we are sure it will be, email Anne Blackwood to say you are interested and how many people (including children) in your gang.



anne_blackwood@hotmail.com

Finally, I will eave you with this. You know you are getting on in years when a sometime innocent comment bring it home with reality. I had a chap come in to the back yard to measure up for some work the other week. He momentarily glanced up and saw the cars and commented "Wow, a Lotus Elan, my grandfather had one of those".

See you next month if not sooner.

Tom

CSCA Supersprint MGCC

Druitt Circuit SMSP Saturday 14th September









Lotus Lunch

The next Lotus Lunch is on Saturday 19th October

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

BE QUICK CLOSING SOON!!



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 and fully licensed restaurant serves delicious 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, **however if you are just coming to the lunch there is no charge for entry to the restaurant.**

Bookings essential to Tom Devitt 0417 295 549 to via email t.devitt@bigpond.com



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

2019 Club Lotus Australia NSW Christmas Party

December 8th Commandment Rock Picnic area, Lane Cove National Park

So, on Sunday 8th December we return to the Lane Cove National park for our legendary Christmas party and very quick Annual General meeting, and like last year we get fabulous food hampers for lunch,. Get there about 10.00 for a natter and catch up before lunch arrives at 12.30pm.



Views of the Lane Cove River from out picnic location

Just how good is this!!

Your hampers contains,: Australian prosciutto, truffled sopressa, honey glazed ham off the bone with home made pickles & marinated olives (GF)(DF), Sonoma sourdough baguette - sliced

Special petit tarts with pumpkin, kale, hummus, feta, preserved lemon & dukkah, (N) (V).

Avocado guacomole & hummus with baby Dutch carrots, Q sticks, kale, beetroot, sweet potato crisps & sumac roasted flatbreads (V). Sourdough baguettes with panko crusted chicken, tomato, basil, superfood slaw , lime aioli & mixed leaves. Duo of Australian brie & cheddar with poppy seed lavosh & gourmet spiced apple & date chutney. Brownie, mini (GF) (N)

All plates, cutlery & napkins required to enjoy your hamper are supplied.

The club will be subsidising this fabulous feast so the cost is a measly $24.00 per person.

To come to the party and ensure your hamper, you need to do 2 things. Firstly email Elliott Nicholls with your name and the names of partners, guests children etc. (Domestic pets are not allowed in Australia's National Parks). enicholls@clublotus.com.au

Secondly do a bank transfer to the club for $24.00 per adult and $10.00 per child to The Club Lotus Australia Inc. (Account Name) BSB 633 000 Account No 144279056 description XMAS Surname,

So for instance my deposit will be for Donna and myself and will be for $48 to XMAS Devitt.

See, easy as falling off a log!!

We need to know final numbers before November 8th. So don't leave it too late, in fact, do it now!!

These are always great and memorable days!!



The terrific roll-up at last years party



The Lotus Elise has been awarded the prestigious Readers' Champion award at the Autocar Awards 2019.



In a recent poll, Autocar readers were invited to vote for their favourite icon from a list of 17 cars that are still in production and using the same name since launch. Each of the selected icons were championed by a different member of the Autocar editorial team.

Elise named overall winner out of 17 automotive icons including Porsche 911, Land Rover, Ford Mustang, Mini and VW Beetle

Elise took more than a quarter of the total vote from tens of thousands of Autocar readers around the world

Receiving the award were Lotus Cars' Design Director, Russell Carr and Head of Concepts Richard Rackham.

Russell Carr said: "The Elise as a concept demonstrated the purity of Lotus design perfectly. As a design, it has developed and evolved over the years, but the essence of the Elise has always remained and that is one of the reasons why it has become such an icon. And of course, I greatly appreciate the support from the Autocar readership who clearly recognise this iconic status."

Richard Rackham, previously the Vehicle Architect behind the Elise, added: "The Elise was a revolution, as not only did it demonstrate the benefits of lightweight to an industry that insisted on higher power and the increased mass that goes with it, but it also pioneered the use of extruded and bonded aluminium technology which is now so ubiquitous in global small volume vehicle manufacture."

Mark Tisshaw, Editor of Autocar, said: "Displaying the appetite for pure driving machinery we've always been certain they had, our loyal readers have decided by an overwhelming margin that the Lotus Elise is this year's 2019 Autocar Awards Readers' Champion. Readers chose the Elise for its unwavering emphasis on driving factors: fine steering, handling and brakes made more effective by its compactness and light weight. For the record, we at Autocar enthusiastically applaud the decision."



The bonded and extruded aluminium chassis technology that Lotus introduced first to the industry continues to evolve and improve. Future Lotus cars will incorporate this and new lightweight technologies, further strengthening Lotus' position as a leader in agile, high performance and lightweight sports cars.

The Elise was not the only Lotus to have been included in the voting process, with the Lotus Seven as another of the 17 icons.

The full list of the 17 Automotive Icons:

Lotus Seven, BMW 3 Series, Fiat 500, Ford Mustang, Jaguar XJ, Jeep Wrangler, Land Rover, Mazda MX-5, Mercedes-Benz S-Class, Mini, Nissan Skyline, Porsche 911, Range Rover, Suzuki Jimny, Toyota Corolla, Volkswagen Beetle

Quokka Talk – August EMR - Guildford to the Henley Brook Tavern the long way!

by: John Edmondson photos: Wayne Proud



Not a large turnout for today's run due to a few members being overseas enjoying a spin around Hethel at the Lotus Driving Academy. So, we had just four cars; 1 S2 Exige, 2 S2 Elise's and 1 S3 Elise.

We headed off at 0830 sharp towards the hills to try out some new roads and scenery. It was a lovely sunny morning and with an expected high of 25c.

The first of the new roads started almost straight away with some tight and twisty bits up through the Swan Hills then around the back of our place before getting back to our all-time favourite roads up behind Brigadoon. Had to do 'the Roller Coaster' again, then on past Peter Brock's memorial and the long road back out to Toodyay Road. Turning off Toodyay Road a short time later heading to Wundowie for a short comfort stop.



The second leg took us out to Great Eastern Highway and on past the Bakers Hill Bakery to a new set of roads. Turning left off of the main highway onto Chitty Road we headed along at a nice pace until we hit a short 2.5km stretch of unsealed road. When I checked the road 3 weeks prior it was in good condition. But, there had been some heavy rain over the next couple of weeks and there were now a few holes and bumpy bits to negotiate at a slower pace. We all got to the other end slightly shaken but not stirred with our cars now a little dustier than they were before we started the run.



The rest of the roads flowed along some nice rolling countryside with spectacular views of green pastures, valleys and hills. We crossed over Toodyay Road again and headed on to and along Chittering Valley Road eventually coming out onto Great Northern Highway. An easy run back towards Perth along the main road turning off at Middle Swan Road to head to our lunch destination at The Henley Brook Tavern.

Lotus Driving Academy - August 2019

by: Mike Hamilton, Photos: Mike & Ellie Hamilton, David Nolan, Steve Pretzel, Paul Clark & Carolyn Spillett

Regardless if you are a full on Lotus enthusiast or if you simply have a love for cars then you will likely know that Lotus (or Lotus Cars are they are also known) is a British automotive company founded by Colin Chapman that manufactures handmade sports and racing cars which includes their current range that is the Elise, Exige, Evora and the all new 2,000HP Evija electric hypercar. You may also know that Lotus has enjoyed global motor racing success and is famous for its racing pedigree and for designing and building race and production cars of light weight and unparalleled handling characteristics. Lotus also owns the engineering consultancy firm Lotus Engineering, which has facilities in the United Kingdom, United States, China, and Malaysia.



Getting ready for out 1st track session

Perhaps less of us will know that Lotus are located just outside of a place called Hethel.
Hethel is a small village in Norfolk, England, near the historic market town of Wymondham, and approximately 10 miles (16 km) south of the city of Norwich.
The village gave its name to the former airfield, RAF Hethel which was used by the US during the Second World War, and later by the RAF. The base was constructed in 1942 for American use and assigned USAAF designation "Station 114". From 14 September 1943 though to 12 June 1945, Hethel served as headquarters for the 2nd Combat Bombardment Wing of the 2nd Bomb Division.
After the departure of the Americans, it was assigned to RAF Fighter Command. On 25 June Polish-manned North American Mustang RAF squadrons moved into the base. In mid-1947, Hethel became a Personnel Transit Centre but was transferred to RAF Technical Training Command. With the downsizing of the RAF, the field was closed in 1948. For many years the base was inactive and abandoned until it was finally sold by the Air Ministry in 1964.
With the end of military control Hethel became the manufacturing and testing site for Lotus Cars. The manufacture of vehicles which originally started in the old hangars and workshops now takes place in several modern buildings (with more now scheduled for construction). Portions of the runways and taxiways were developed as a circuit that could be used for the testing of cars, which in turn has been used by famous racing drivers of the likes of Clark, Rindt, Hill, Fittipaldi, Senna, Mansell and Räikkönen to fine-tune their Lotus Formula One race cars.



David at the Andretti Hairpin about to tackle the slalom

Fast forward to present day and the entire complex has undergone a complete refurbishment and is now a state-of-the-art facility with concrete surfacing and kerbs throughout. An FIA specification purpose-built test circuit with a length of 2.2 miles and a width of 40 feet, the Lotus Test Track combines a variety of technical aspects with a series of bends, hairpin, corners, straights and a “skid-pan” turning circle all designed to put Lotus’ high performance cars through their paces.

If you take these key ingredients of history and racing pedigree (Lotus DNA if you will) along with their seemingly relentless pursuit of performance coupled with their focus and ability to design, test and manufacture some of the best handling cars on the planet and you get something very special indeed. If you can imagine all of this distilled and offered up as an experience for us mere mortals and you can start to get a feel of what the Lotus Driving Academy is all about. Its a focus on you and unlocking your full potential, just as Lotus do with their cars. As most people would agree, the chaps and chapesses at Lotus know what they are doing!



Club Lotus WA & Instructors

Much has already been written about the Lotus Driving Academy and when I sat down to write this review my aim was to be reserved about our experience. Despite this I am now about to become yet another person that only wants to gush uncontrollably with praise, thanks and admiration for Lotus and the team of professionals that work tirelessly to make the Lotus Driving Academy what it is today. So much for being reserved and staying in control!

Whether you are looking for a quick half day experience or something more focused there are packages to suit everyone. In my case this was the second experience at Hethel, Ellie and I having already made the trip from Australia to visit back in 2016 for a full day Elise experience and factory tour. To say it was a fantastic day is an understatement and as a result here we were again (pretty much three years later to the day) early on a summers morning driving through beautiful English countryside along the twisty country roads towards Hethel.

Once again the excitement was "turned all the way up to eleven" and this time it wasn't just me and my wife. Since our last visit we have become proud members of Club Lotus Australia and this time we had arranged for us and four other budding club members; Paul and Carolyn Clark, David Nolan and Steve Pretzel to meet and spend three days together doing the Bronze, Silver and Gold Level licenses. Its fair to say that we were all as "keen" as the famous mustard that is produced just up the road in Norwich!

What followed was three full days of intensive driver training in the Elise 220 Sport with 1:1 tuition while tackling multiple driving sessions, passing a wide array of on-track activities and enjoying demo laps at the end of each day with our allocated instructors. The end of day demos made you realise just how much scope there was to learn, yet every day each of us had clearly progressed by quite some margin. To underline this point I genuinely believe that if on day one I had seen how fast and controlled my driving on day three would be like in the mighty Exige V6 I don't think I would have believed it!



Ellie Hamilton putting the Elise 220 Sport through its paces.

Our time in the cars and on track was supported by in-depth classroom and personal coaching by the team of experts that were on hand over the weekend. This in turn allowed us to get a grip on vehicle dynamics, driving technique and ideal racing lines, thus establishing a sound foundation of knowledge and understanding of vehicle dynamics and track driving.

Outside of the driving there was a fabulous range of food and drink available during lunch and the morning and afternoon breaks. We also enjoyed some time away from the track in the form of a guided Lotus factory tour to see how their high performance sports cars are individually hand crafted and what makes them so special. In addition to this we enjoyed a guid-

ed tour of Classic Team Lotus, which to this day is run by Colin Chapman's son, Clive Chapman. Here we visited the workshop and saw some of the Team Lotus mechanics at work, including Bob Dance who joined Lotus 59 years ago and back in the day worked with famous World Champion Jim Clark. As part of the tour we also got up close to and heard some of the stories and history behind the classic Lotus Formula One cars as driven by the afore mentioned Jim Clark as well as the likes of Graham Hill, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ayrton Senna and not forgetting Martin Donnelly (who is also a long term instructor at the Lotus Driving Academy). Guy from the Lotus Driving Academy conducted both of our tours and its fair to say that his relaxed and easy going approach coupled with his encyclopedic knowledge of both current and classic Lotus was nothing short of amazing. I would certainly recommend making the trip to Hethel even if just for these tours.



Classic Team Lotus - so many cars, so little time!

As tempting as it is I'm not going to write about each day and what we did, but I must give special mention to the full team at Lotus Driving Academy as they worked their socks off and nothing was too much trouble (thanks again guys). The instructors are amazing and live and breathe all things cars and motorsport. We are talking about guys that have engineering backgrounds in vehicle testing and dynamics, racing in Formula 1, GT3, GT4, Daytona, Le Mans and British Touring Cars to name but a few. In our case we had the talented and extremely personable Rob Barff as our instructor for the weekend and he was brilliant. As with any great event they only run smoothly if they are professionally coordinated and for that we also have to thank Guy and Tom who worked tirelessly over the three days to ensure that everything ran like clockwork.

It feels like a bit of a cop-out, but believe me when I say that no amount of words can really sum up our three days at Lotus. It would be like trying to write about "that special sunset" you remember watching. Just like that sunset, the Lotus Driving Academy really has to be experienced first hand to be truly appreciated.

The good news its that unlike a sunset, with the financial backing of new (ish) parent company Geely the future is only getting brighter for Lotus and there is a notable buzz and positivity within the team for the years ahead. Whilst the sounds of WW2 aircraft engines at the site have long since past its good to know that the amazing smile inducing sounds of Lotus sports cars will continue to permeate the air around Hethel long in to the foreseeable future. This also means that if you have the time to visit the Lotus Driving Academy the team will be there, ready and waiting to look after you. Happy Days!

If you Google the word 'Academy' you will find that means *a place of study or training in a special field* or *a society or institution of distinguished scholars and artists or scientists that aims to promote and maintain standards in its particular field.*



Bob Dance working on Jim Clarks World Championship Winning Lotus 25

Those of you following Lotus will have also noticed their new branding which includes the words '*For The Drivers*'.

The Lotus Driving Academy brings these two elements together and blends them perfectly to deliver an experience that gives you a full and complete understanding in the application of performance driving and this is something which has seriously enhanced our skills behind the wheel both on and off the track. But there is something more than that, our time at the Lotus Driving Academy gave us three special days to meet some fantastic people and enjoy a truly amazing experience that we will never forget.

SA Lotus Torque

SA Lotus Torque An occasional contribution from our SA correspondent Andrew Stevens (All photos Andrew Stevens)

Spring is here. Yeah ! September means springtime, warmer weather (maybe), footy finals, the end of third term, the start of the countdown to Christmas, Father's Day, and of course our September Lotus Run in the Adelaide Hills. By some mathematical quirk of fate the 1stSunday of the Month (our run), and the 1st Sunday in September (Father's Day) seem to regularly coincide, and with the conflicting demands of the latter, our numbers are often down for the day. Not so in 2019, with a bumper crop of Lotus miscreants turning up, with the promise of a 'quick one', so that they could get a squirt through the hills before resuming family obligations. Like Mars, once again S1 Elises were in the ascendency, although Derry Swan's S3 Elan made the most of the day.



Andrew and Sheena's Europa was the perfect car for the conditions

How many other Lotus are there out there that have had 46 years of continuous single ownership? We also welcomed back our 'grey nomads' David and Edwina, who had resumed acquaintance with their Lotus Cortina after 4WD expeditions West and North. Following the usual chitchat and inspections at the Sikh Centre, the unanimous vote was for a tour through the scenic drive to Meadows, for coffee and cake. As usual, a few had just turned up for the meet and greet session who didn't join the parade up the South Eastern Freeway, but the snake up the freeway of those who joined in was quite a sight none the less. After a sunny start for some who came from the coast, the conditions closed in as we climbed the hill out o
f Adelaide until we were in thick fog by the time we reached Crafers. Undeterred, we pressed on through Stirling, Aldgate, and Mylor. While the cloud lifted somewhat, the surface stayed damp, and the occasional 4X4 Ute laden with Father's Day gifts slowed our progress a little. Soon enough we all arrived at the Meadows Bakery, taking over the back room for a warming coffee, sticky bun and catch-up, before a quick check of the watch had those with lunch appointments heading back towards town or their winery reservation.



David and Edwina Baird's Lotus Cortina dwarfs the authors S1

As we left, the sun poked its head out from the cloudbank. Just enough that the kids could have a run in the park, but not



If only all early Lotus Europa's were this well looked after



Yellow was the colour of the day Tony & Pat's S2, John Carter S1 and Derry's Elan make a nice triplet

quite enough for the run home to be completely dry. So we'll have another go on October 6th , as usual, meeting up at the Sikh Centre at the bottom of the SE Freeway. As always, please remember to park close together at the far end of the car park, and blow-ins are always welcome. Cheers Andrew Stevens

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.

Rylstone Classic 2019 Saturday 17 August

By Alastair Browne



I discovered this Classic run 3 years ago and have enjoyed it so much, I booked to go again. Basically it is a free tour organized for minis and mokes. There are several people who enjoy the minis, such as myself having had one in the UK, that I like to partake and see them all buzzing around the countryside. I took my 1988 Supra.

It's not a leisurely jaunt with coffee stops all over the place. There is some serious motoring with 345 kms to be covered. I started at Mingara Rec Club at Tumbi Umbi – where's that, I hear you ask. Not far from the Entrance.

A few of us left Sydney on Friday arvo to stay at Ibis Styles which has a Club attached to it so you don't even have to go outside from the motel to enjoy dinner (after Happy Hour, of course)

Then on Saturday morning it was off to the start in brilliant sunshine with minis in all colours and styles and shapes. How do they do this with no fee? Well, they have some generous sponsors. After checking in we were given route instructions and some goodies. It was also an Observation Run but it's hard enough working out the route without worrying about that.

So at 10am, we all took off with the minis snarling there way south on a roundabout route to the Old Pacific Highway to head south. Just near Hornsby, there was a police breathalyzer unit and behind them a gaggle of members including Ron Howell, Peter Mountford and Barry Ahearn who joined the fray. Down Galston Gorge and then to Penriff-by-the-sea environs, up the Blue Mts via Capertee to Katoomba. We were supposed to go via the old Catalina Racing Circuit but we'd done that several years ago and spent a whole day there on a Singer National Rally in the pouring rain.





So we continued our journey and did our Good Samaritan bit with a broken down mini in Cullen Bullen. Then through glorious countryside to our digs at Kandos, the Golf Motel. I can thoroughly recommend this motel where Colleen is a wonderful host. We had dinner at the local club which was agonizingly slow but having enjoyed an extensive Happy Hour beforehand, this didn't matter.

The next morning Colleen and her husband cooked a superb barbecue for us, all inclusive, and after that, we took off for Sydney having some responsibilities to perform as usual. Many others went to Bathurst.

Alastair Browne

A great roll-up of members at the NSW All British Day at the Kings School Parramatta on Sunday th 15th September








Concours d'Elegance Sydney

Concours d'Elegance Sydney will be held on Sunday the 10th of November, and the HSRCA are working on a display of vehicles for the event. The Concours d'Elegance will be held at the new Riverside Stables Complex at Warwick Farm and plans are being put into place to celebrate the location's motorsport history. Legends like Kevin Bartlett and Spencer Martin have history at The Farm and will be attending. Organisers also hope to prepare a display of cars that raced at the venue, or which match the type of those that did.

Hello from Lotus in America



One of the Canberra Club Lotus members, Ed Young, has provided a collection of fantastic photos of a Lotus gathering in the US. The owner of the rare Lotus Esprit St Tropez "convertible" (www.lotusespritconvertible.de), Mike Griese, is a friend of Ed's. Mike lives in Minnesota and took and posted most of these photos on a Lotus Esprit online group that several members in Australia are in. Brian Castleberry posted the fantastic group photo. That's certainly the biggest gathering of Lotii I've seen.









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

The Triumph Mayflower 70 years old this month (if any still exist!)



The Triumph Mayflower was a British four-seat 1.25 litre small 'luxury' car noted for its razor-edge shaping. It was built by the Standard Motor Company and sold by their subsidiary, the Triumph Motor Company. The Mayflower was announced and displayed for the first time on 28 September 1949, the first day of the Earls Court Motor Show, but the first cars did not appear until the middle of 1950. The Mayflower used a version of the pre-war Standard Flying Ten's side-valve engine updated with an aluminium cylinder head and single Solex carburetor. developing 38 bhp at 4200 rpm. The 3-speed gearbox, with column shift, came from the Standard Vanguard and had synchromesh on all the forward ratios. There was independent suspension at the front using coil springs and telescopic dampers, but a solid axle with semi-elliptic leaf springs, at the rear. Lockheed hydraulic brakes were used to pull it up. The body shells were built by Fisher and Ludlow at Castle Bromwich, Birmingham.

The Mayflower had traditional "razor edge" styling imitating the style then still used by Bentley and Rolls-Royce at the time. Standard's managing director Sir John Black believed this would be especially appealing to the American market. One advantage of the car's upright styling was that it could seat four people in comfort despite its small size.



Standard Motor Company (Australia) Limited, produced a coupe utility variant of the Mayflower at their Port Melbourne plant in Victoria. 150 were built from Mayflower Saloon CKD kits imported from the United Kingdom, with bodywork locally modified to form a rear load area to which a timber floor and side panels were added, making it probably Australia's first Ute!

And now hang on to your seats, a Mayflower tested at Brooklands racing circuit, by British magazine The Motor in 1950 had a top speed of 62.9 mph and could accelerate from 0–50 mph in 26.6 seconds. (i.e. Wouldn't pull the skin off a rice pudding!).. Deliveries, including complete knock down (CKD) kits for overseas markets, including Australia, began in the middle of 1950.

The Mayflower was been an attempt to create a small car with an upmarket image, but it failed dismally to meet its sales targets. Standard announced the Mayflower's replacement in a press release in early February 1952. From the ending of Mayflower production in 1953 there was no small saloon with the Triumph name available in Britian until the launch of the Triumph Herald in 1959.

The Mayflower is the subject of a well-known painting by Australian artist John Brack—'The Car'.



John Brack—'The Car'.

On Wednesday the 14th October 1959, 60 years ago this month, British MP Godfrey Lagden officially opened the new Lotus premises and factory at Cheshunt in Hertfordshire.

In the 1950's, teams like Lotus and Cooper, were effectively dominating Formula 1 over the traditional factories of Ferrari, Maserati and Alfa Romeo. They were disparagingly referred to by Enzo Ferrari as '*garagistes',* Italian for garage teams. The implication being that they operated on a shoestring out the back of a garage. For a while, whilst at Hornsey, this was almost true of Lotus, but in 1959 the mood had changed. Lotus moved into a new built-for-purpose factory on Delmare Rd Cheshunt. They now had a serious manufacturing plant and SPACE!!!
Warren King an accountant (and frequent visitor to Australia) who worked for Fred Bushell describes the site.



"A couple of pointers if you are not familiar with the Cheshunt layout. The two main buildings are the matching pair at the front, opened in 1959. The left one is Lotus Components where Sevens were made on the ground floor and racing cars on the first floor. Access for vehicles to the top floor was via the gantry projecting from the open doorway under the peak of the roof at the front. The small group of offices at the front on the right was primarily for customer access to Car Parts and the Buyers. Team Lotus were in a section on the right corner at the back and you can see transporters behind at the back. Mike Costin and his engineers were in offices and workshops ranged along the back of the building. The building at the back by the fence was the Directors' Dining Room at the right and a maintenance store at the other end.

The building on the right was Lotus Cars Assembly, initially for Elites and subsequently for Elans. The building behind was a later extension with Lotus Cars Service on the ground floor (before they moved to Panshanger) and Cortina's on the first floor complete with access ramp. Ron Hickman had his office and workshops for Lotus Developments and his staff ranged along the back of this building. At the front of the building are the offices, with Sales offices on the ground floor to the left, and the showroom on the right. Upstairs from the left was ACBC office and one for his secretary, Fred Bushell's office, Team Lotus Manager's office (at first Stan Kennedy-Chapman, then Andrew

Ferguson, John Standen's office as Purchasing Director, and then Accounts at the end on the right".



The access ramp where, as legend would have it, Lotus Cortina's were driven off the production line and down the ramp at ridiculously high speeds.

Some more memories of the factory are recalled by mechanic Jo Biggs. "That takes me back! Lotus Cortina's were assembled upstairs, you can see on the left of the building towards the rear, the ramp down which they were driven when finished.
On the other side at the back right of the racing shop was where I helped build the Indy cars driven by Jim Clark and Dan Gurney in 1964 - we're still cursing the Dunlop employee who (allegedly) fell asleep on the job and overcooked the tyres causing them to fail during the race. I well remember those huge 4.2 litre V8s with their massive trumpets sprouting out like porcupine quills from between the cams. Len Terry must have been having an off week. because when we came to fit the rear dampers, they stuck out parallel to the floor, and lumps had to be cut out of the rear diaphragm so that they could be fitted correctly. I arrived at work at 8:00AM on the Wednesday and left at 2:00AM on the Friday night, rode my Vespa 1/4 mile down the road and ran out of petrol! I pushed it back to the factory, and we then spent about an hour in a car factory trying to find a can of petrol and some oil suitable for a 2 Stroke.
The yard to the right was used by the service department, plus a miscellany of cars, including at one time an mid engined Elva F3 car, with bent rear suspension, taken in part exchange for something.
Down at the right hand end of the yard were 2 rows of Elite Series 2 body-shells, attached to which is a tale. I had just worked on a Cortina with a misfire in 1st, I took it down the yard, turned round at the gate, and wellied it back down the yard at full throttle, at which point the throttle spring broke leaving the butterflies fully opened, and me approaching said Elite body-shells a touch too quickly for my liking! I stood on the brakes, turned off the ignition, and stopped 2 feet short of an expensive mistake and a quick exit from my job!
To the right of the factory is the building site where we parked our cars, and if that was July, somewhere in there is the 1936 Rover 10 I bought from Jock for £16/10"



The main office building at the front of the factory

Colin and Hazel were married on the 16th October 65 years ago this month



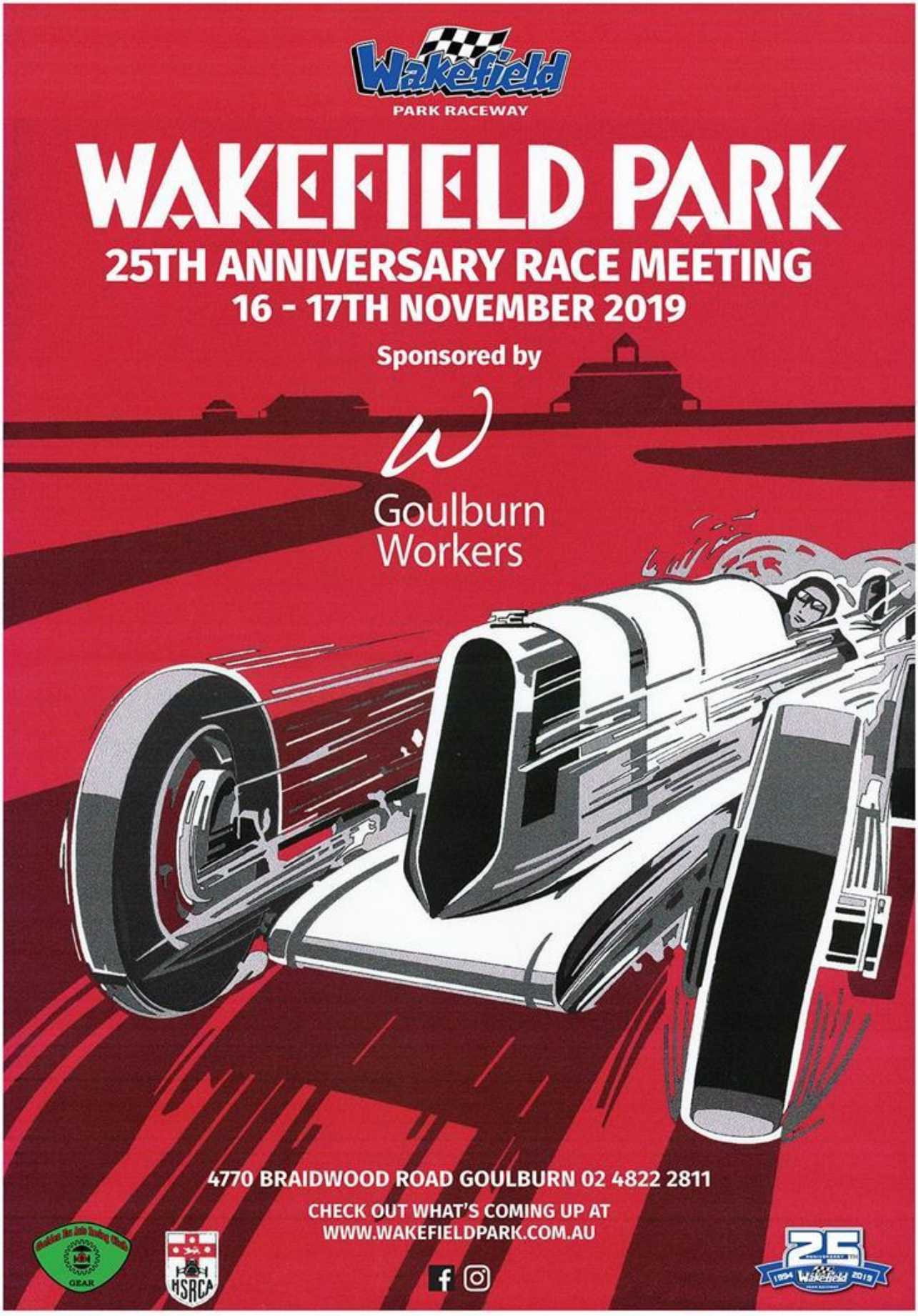
On the 16th October 65 years ago, Colin Chapman married Hazel at Northaw church in the Welwyn Hatfield district of Hertfordshire. The church bells rang a little longer than was planned because, Hazel, who changed for the wedding in a nearby house, thought her que to enter the church was the end of the bells ringing. When, at the end of their ringing, Hazel had not yet appeared, the bell ringers began another peal. Suddenly realising that something was amiss, Hazel sprinted for the church with Colin muttering "She could be on time just this once!!" The gang from the factory turned up in force in the Lotus Transporter, the destination sign reading "the Last Lap"



L to R Rhonda Costin, Mike Costin, Fred Bushell, John Stande (in the funny hat), Nobby Clark, Betty Hobson, Peter Ross, Colin Chapman, Mac McIntosh Hazel (now Chapman), Peter Mayes, Tony Mav and Gill, soon to become Mrs McCusker.



The happy couple cutting (a somewhat extravagant) cake.


Wakefield
PARK RACEWAY
WAKEFIELD PARK
25TH ANNIVERSARY RACE MEETING
16 - 17TH NOVEMBER 2019
Sponsored by
Goulburn
Workers
4770 BRAIDWOOD ROAD GOULBURN 02 4822 2811
CHECK OUT WHAT'S COMING UP AT
WWW.WAKEFIELDPARK.COM.AU
HSRCA
GEAR
25
1994 Wakefield 2019

Gerringong Motor Fest

15th February 2020

Michael Cronin Oval

Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 15th February 2020 on Michael Cronin Oval Blackwood Street Gerringong.**



The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to Prostate Cancer Research.**

This initial contact is to advise your club to add to your calendar and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **300 vehicles**.

About The Event

Again this year our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Every vehicle club and vehicle type will be welcome provided they provide indication to do so.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that there vehicle is safe whilst parked. **Entry for participating vehicles is only $5 per person, children under 12 are free.** Any other people including the general public a charge of $5 will apply. Any additional donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like previous years we anticipate a healthy interest in this forthcoming event, hence the advice to you so early.***We would appreciate an acknowledgement of this invitation ASAP and if you would advertise this event within your club and your reply by 23rd November 2019 or sooner to advise us if you would like to be formally invited to participate (likely vehicle numbers would assist us greatly).***

Many thanks to you and your motoring enthusiast members.

Contact Lions Club of Gerringong
Richard Barber: 0438 678 882
Email: richard@wattlerdinvestments.com.au
Jim Davidson: 0408 255 562
Email: jimdavo3158@gmail.com

Concours d'Elegance Sydney

Concours d'Elegance Sydney will be held on Sunday the 10th of November, and the HSRCA we are working on a display of vehicles for the event. The Concours d'Elegance will be held at the new Riverside Stables Complex at Warwick Farm and plans are being put into place to celebrate the location's motorsport history.
Our own Brian Caldersmith is assisting with the event's preparation. Legends like Kevin Bartlett and Spencer Martin have history at The Farm and will be attending. Organisers also hope to prepare a display of cars that raced at the venue, or which match the type of those that did – and that's where we come in.
There is space for a display of ten vehicles which will promote The Farm's motorsport history, as well as the club and our efforts in preserving the living history of motorsport. If you have a car with history at The Farm or which matches those that competed there, or would just be happy to come out and support the club by putting your vehicle on display, send an email to Seth at **seth@hsrca.com**.

BLUESCOPE WIN NEWCASTLE community PARTNERS

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Celebrate the Joy of Motoring

The Australian MOTORLIFE Museum — Home of the Paul Buffier Collection

NRMA

At the 10th Annual

Motoring Expo

Australian Motorlife Museum
Integral Energy Recreation Park
Darkes Rd
Kembla Grange
(Wollongong)





BBQ and Coffee Shop
Double Decker Bus Rides
Music / Rally Bags
Able to Enter on Day

A Rare Display of Significant Racing Cars in the Museum on the Day



Sunday 6th October 2019

Gates open for entrants at 8.30
Trophy presentation 1.30
Public display 9.30 - 2.00

$10 per display vehicle
$12 per person entry into Museum
$6 for children

Phone 4261 4100 Email admin@motorlifemusuem.com
or Visit www.australianmotorlifemuseum.com

ENTER YOUR HISTORIC CAR OR MOTORCYCLE

Name: _____ Email: _____

Mail Address: _____ Phone: _____

Vehicle: _____ Model: _____ Year: _____

Club (if applicable): _____ Total entrance fee payable $: _____

PLEASE DETACH AND RETURN WITH ENTRY FEE TO THE AUSTRALIAN MOTORLIFE MUSEUM
INTERGRAL ENERGY RECREATION PARK, DARKES ROAD, KEMBLA GRANGE 2530

Answer to last months "Now who Said That?"



Last months winner was Peter Eppel, who texted his answer whilst waiting at the airport for his plane to Europe and beating Evan Jones by a half a day. The correct answer was Bruce McLaren.

Bruce died when his Can-Am car crashed on the Lavant Straight just before Woodcote corner at Goodwood Circuit in England on 2 June 1970. His company continued after his death and became one of the most successful in Formula One championship history, winning a total of 8 World Constructors' Championships and 12 World Drivers' Championships



Bruce McLaren in 1966

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 ,

"***And I found myself seated on a box, shuffling through a stack of notes on the backs of envelopes - and scribbles on scraps of paper and box lids - Lotus Engineering's accounts. And Colin seemed to regard me as a fixture from that night forward...".***

and yes it's another tricky one, but you can probably figure it out simply by the contents of the quote

Winner announced November

And remember, the quoted person is mentioned somewhere in this newsletter (in this case twice!!)

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
October	Saturday, 19 October 2019	Lotus Lunch, Lindsay's Café/ Restaurant.	1.00pm	12 Norman Lindsay Cres, Faulconbridge NSW 2776
	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	Sunday, 10 November 2019	Concorse de Elegance Sydney	9.00am	Riverside Stables Complex at Warwick Farm
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	16,17/ 11/2019	HSRCA Wakefield 25th anniversary	8.00am	Wakefield Park
December	Sunday, 8 December 2019	CLA Christmas Party	12.30pm	Commandment Rock, Lane Cove National Park
January				
February	Saturday, 15 February 2020	Lions Club Gerringong Motor Fest	9.00am	Michael Cronin Oval Gerringong

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
October	Sunday, 6 October 2019	Sunday Run	9.00am	Sikh Centre carpark

CLA WA 2019 Diary

Month	Day Date	Event	Time	Location
October	Saturday, 5 October 2019	SES Round 12		Collie Sprints
	Sunday, 6 October 2019	SES Round 13		Collie Sprints
	Monday, 7 October 2019	Meet and Eat		Boab Tree
	Sunday, 20 October 2019	EMR		
	Sunday, 27 October 2019	Go Karting		
November	Monday, 4 November 2019	Meet and Eat		Boab Tree
	Saturday, 9 November 2019	SES Round 14		Jacks Hill Climb
	Sunday, 17 November 2019	EMR		
December	Monday, 2 December 2019	Meet and Eat		Boab Tree
	Sunday, 8 December 2019	SES Round 15		Christmas Sprints Barbagallo
	Sunday, 15 December 2019	Christmas EMR		

For Sale



Aluminium wheels for sale

4 off 13 inch x 6 inch wide globe pattern wheels from Caterham clubman, Escort stud pattern, $25 each located at Nelson Bay



Short engine, built from a brand new Ford Escort 711M block bored to 1840cc capacity, steel crank, Fardon rods, steel flywheel, winged and baffled sump run in my yellow Caterham for 2 years cost $7000 when new sell for $3000



Escort 711M Engine for sale

Complete Escort 711M engine unknown condition located in Nelson Bay



Trailer

All galvanised tilt trailer in excellent condition, electric brakes. 1660 wide, 3300 long, tread width 330, registered August 2020 located in Nelson Bay



Wheels and tyres for sale

Yokohama A048 205/R13 soft tyres which have done 3 hill climbs mounted on 13inch x 7inch superlight rims with triumph TR7 stud pattern virtually brand new, will separate. Were on Caterham.

BDRTyres cost $280 each will sell for $150 each wheels cost $250 each will sell $100 each located in Nelson Bay

For all items on this page contact Brian Sutton 0412996134 brianrsutton@bigpond.com

For Sale

2001 S1 Lotus Exige For Sale



Imported form England in 2009 through SSC with 12756 miles, dash replaced to meet Australian Regulations vehicle now has now covered a further 77000km. I'm the third owner this Exige is rare colour, and one of only 2 made with the interior/exterior color combination, and was built and first registered (in England) in May 2001 Chassis No. ending in 80567.

Metallic Gun Metal Grey, Blue Alcantara Interior with custom Trim, Carbon Air Box, Armor Fend Stone chip protection film (front clam and rear side wheel well), Harness 5 point driver 4 point Passenger, Removable steering wheel, Wheels repainted Silver in 2010, 190PS Lotus ECU Upgrade 2ublar Exhaust (24x8) with High Flow Cat, Quick shift upgrade (Tighter gear linkage), Short throw shifter, Fire extinguisher (front of passenger seat)

After purchase, the following maintenance and reliability improvements have been made.

Piper Vernier Cam adjusters, Emerald ECU fitted (car still has the original ECU fitted), Complete Suspension refresh Wishbones Powder coated with Quantum Shocks fitted



Pagid Blue brake Pads, Aluminum Radiator new Air Conditioning Condenser radiator Fans renewed
Custom Air Conditioner Evaporator box with new compressor, Laminova Oil cooler fitted Original Oil Cooler unit leaking and Temperature/Pressure Gauge fitted, Exhaust Ceramic Coated with Extensive Heat Shielding and sound Deadening added, Baffled Sump and Clutch Support Bracket.

Vehicle has been maintained well with Oil changed every 5000km. Tuned by Neil Trama to improve drivability. Air Conditioning works; new Yokohama Ad07 tyres fitted. Paintwork has the amount of stone chips you expect from a car used as a touring vehicle as this is how it is used. Extensive File both Photographic and paper to support history what is listed above is only part of the journey

$95000 Call Mike Basquil 0438 435 001 / mbasquil@optusnet.com.au



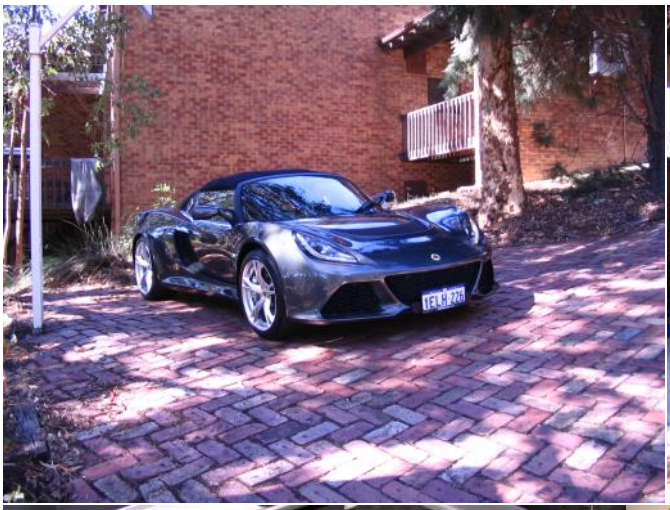


For Sale

2014/2015 Lotus Exige S Roadster (V6) 3.5 litre engine.

Purchased: New in 2015 from Barbagallo after I retired.
Performance: 0 to 100 kph in 3.9 secs.
Odometer: **21,470 km** (5,000 / year)
Colour : Carbon Grey.

Selling Price: The car will be advertised shortly on Carsales for **$95,000**. This is a good price. A new car is in the region of $165,000.
Condition: The car is immaculate (as new) in every respect. The paint has no marks or scratches. The interior trim is perfect (as new). The hood is perfect (as new).
Tyres: Good condition. In addition, it will be sold with 2 additional brand new rear tyres (Pirelli P Zero) that I have recently purchased ($760).
Service Modification: The car has a very useful and engineered modification on the rear under tray to allow for **quick, easy and safe** lifting for servicing (wheels / tyres / brakes).
Body Modification: Anti-chip paint protection sections in front of the rear wheels (not available from the factory).
Photographs: Please see the attached photos.
Communication: Initial communication please by e-mail. courtley@iinet.net.au Stuart Courtley
Location: Gooseberry Hill, Perth, WA









For Sale

A VERY RARE LOTUS EXCEL IS SAVED FROM THE CRUSHER BY PERTH CLA MEMBER PAUL LLOYD

The Red Lotus that was being crushed in Perth ,has been saved.
I do not need another project at the moment . I only purchased it to save it for the next custodian.
I have removed all the broken glass including the windscreen and rubbish that was dumped in it.
Rehung bonnet etc.
Vehicle is mostly 90% complete .
Missing front and rear bumpers and one tail lamp , most glass and a couple of mouldings. (all mouldings that are there are painted red)
Key is missing so steering is locked and tyres will not hold air.
I will look at putting some tyres on it to make it a roller and see if I can remove steering lock.
I have not tried to turn motor as someone has cut the timing belt.
It is now stored in my workshop out of the weather.
If any members are interested in it , I can be contacted on email 1968xtgt@gmail.com
Regards
Paul

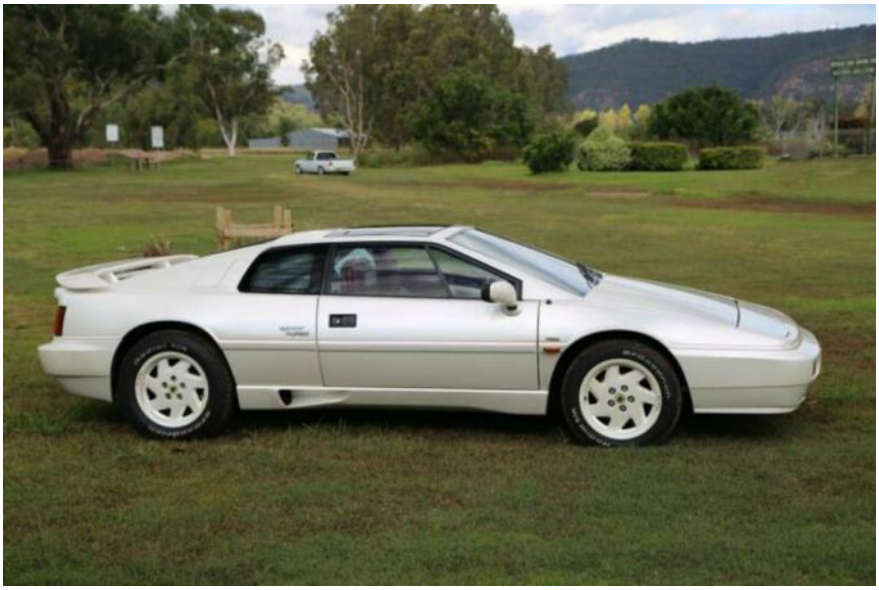






For Sale

1989 Lotus Esprit Turbo



This lovely 1989 Lotus Esprit Turbo is up for sale by a friend of the Club. Read on for the details.

My 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. Contact Ben Calleja <bencalleja@outlook.com





For Sale

S1 and S2 Elise Wheels



4xS1 Elise and 4xS2 Elise factory wheels for sale $500 a set.
Jake 0429634757



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 webpage editor Seth an email(see page 2) and he'll put you in touch with Craig.

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