November 2019

Chunky's Chatter



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



Inside this issue

- Lotus returns to 2 wheels for the 2020 Olympics
- A small tribute to a renowned automotive engineer, Peter Molloy
- Dane Rowe tells us of the great toilet blaze of Finland

Club Lotus Australia
November 2019

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO Lotus in collaboration with Hope Technology have developed a new bike for the British team at the 2020 Olympics. See story page 18.

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

CLA Tasmania Contact:

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

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

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

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

Club Lotus Australia Committee

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

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

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

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

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

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

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

James Chan.

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

Webmaster: Seth Reinhardt seth@clublotus.com.au

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

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

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

Registrars

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

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

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

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

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

Presidents prattle
With Ashton Roskill



Hello!
November already. What the? Oh well, only a few weeks until our Christmas Party and, importantly, our AGM which we are again combining with the CP.
So make sure you have put your name on the list so Tom can organise the excellent catering again. Email Elliott at enicholls@clublotus.com.au with names of attendees, and transfer funds to the CLA account:
BSB 633 000 Acct No 144279056
$24 per head for adults, $10 for children under the age of 16.
So summer has finally arrived, well mostly. And the last round of the CSCA series is wrapping up next weekend (10th) at Wakefield Park - if you fancy a run, there are still some places, and this is a great way to get a load of track time for very little money. And we need all the support we can muster, as otherwise we may lose this round if the Triumph Club can't make ends meet. So please dig deep.
Speaking of digging deep, I am participating in Movember again this year. The last time was about eleven years ago (just before I moved back up to Sydney from Melbourne in fact), but the cause is as dear to my heart as ever, so please, if you aren't growing a disgusting 'mo yourself, support one of us that is. Here is the link to my fundraising page: https://mobro.co/14128895?mc=1. And here's a threat - I might keep it on for the Christmas Party so you can see what you have supported! Just a reminder, Movember supports (particularly) mens mental health, and as we have all experienced the very worst effects of the debilitating effects of depression and suicide in recent years, please, dig deep. Thank you!
Next weekend (also 10th) I'm taking the Elite out to a Concours e'Elegance - who would have thought it! It's taking place at the William Inglis Hotel, near the old Warwick Farm circuit, and there is a celebration of racing cars from the Warwick Farm period. As my Elite ran there in the 60's, I'm taking it along to be embarrassed by all the shiny cars :) So feel free to come along and keep me company/sane! Full details here: https://concoursdelegancesydney.com.au/

Then there's our Christmas Party, just in case you missed my comment earlier.

And all of a sudden we'll be into the Christmas break, and then 2020. What an amazing year it has been - Lotus has announced its electrifying supercar, the Evija (no, I don't know), Lotus Cars Australia have run another series of amazing Lotus On Track Days, and supported the Targa series, in which Lotus has shone brightly. We have had another successful year in the CSCA series, Cars and Coffee has found its home at Kokoda Cafe, and is going from strength to strength, and we've started planning for the joint club event for Lotus 2021, with our Tour of Tasmania. Oh, and on a personal level, I had a ball with my great friend and now fellow rallyist Giles in the Peking to Paris Rally. If you get Octane Magazine, have a look at page 140 of the December issue :) We did OK, and Gidget is now getting tidied up while I decide what I do in her next.

Thinking ahead into 2020, I'm hoping to get the Elite out onto the track a bit, and apart from probably running her in some of the CSCA sprints, I have entered for the Phillip Island Classic Festival of Motorsport the weekend before the Grand Prix (6-8th March) - for those who haven't ever paid this great event a visit, it is well worth the drive down - think a somewhat lower key version of Goodwood Revival without the rain. Or the need to get dressed up. It has become a magnet for some tremendous international cars coming over, so come along for the fun. I'm hoping to run in JKL, otherwise I will be the moving chicane for Syd in Group S.

RIghto, that's it for the moment. I look forward to seeing you at the Christmas Party and AGM, and if there is anything you'd like on the AGM agenda, please drop a line to Elliott (same email as above).

Meanwhile, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor
Tom Devitt



Hi everyone and welcome to the November issue of Chunky's Chatter. As Ashton mentioned in his column, make sure you have your names down for the Christmas party, as we must close to books off for the caterers very soon.

geous explanation he gave his wife after almost being killed in the experimental XJ 13 beggar's belief.

To entice as many members as possible to join Lotus 2021 and our jaunt to Tasmania, we have commenced to whet your appetite for the trip by bring you a couple of titbits that you can experience on this never to be forgotten holiday. This month we start with where to find (and bring back, if you don't gobble it all up whilst you are down there), unique Tasmanian Honey. As for day trips, we show you what the historic township of Richmond holds for several hours exploring.



Dewis and Moss at the 1952 Mille Miglia

I think you will find an eclectic mix of stories inside and I especially liked bringing you the life story of the long-time Jaguar test driver Norman Dewis. The outra-

I have just purchased a couple of newly released books, which I hope to read over my Christmas break. The first of these 'Ciao Stirling', is written by his long-time assistant Valerie Pirie who was with him through all of the triumphs and tragedies and remains his long time friend. The second, by Peter Grimsdale, is called "High Performance, when Britain ruled the roads", and cover amongst other marques, the early days and phenomenal early success of Lotus. I hope that I will be able to bring you a rundown on each of these in the New year.

Tom

Christmas Party Bookings close November 8th so if you are coming, let us know NOW

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,

CSCA Supersprint

CSCA 2019 Round Six: Spring Sprinting

Sydney Motorsport Park, Saturday the 14th of September

Our sixth and penultimate round of the 2019 CSCA sprint series was kindly hosted by the MG Car Club Sydney on Sydney Motorsport Park's North (Druitt) circuit on Saturday the 14th of September.

The event was held in beautiful spring weather - great conditions for motorsport. Held just a few short weeks after round five, entries were a little on the thin side, with 74 drivers along for the drive. Club Lotus Australia brought eighteen of those along, and we mostly set up camp together, occupying a few of the garages along pit lane. The day progressed smoothly, offering plenty of track time and a relaxed atmosphere in which to improve our times.

Speaking of which, the Druitt circuit is the longer and faster of Sydney Motorsport Park's two half layouts, introducing a tricky little cut-through after turn three that sees drivers bottoming out at the start of turn four then firing straight back uphill for a right-hander into the back straight. The rapid elevation and attitude change does a good job of challenging the cars' balance and drivers' peddling and introduces a new wrinkle into a series of corners we all know very well.

On to the results, and having occupied five of the top ten spots in round five, we went one better to go six in round six with Leigh Fuller, Martin Duursma, Brett Stevens, Richard Wodhams, Gino Valdes and Liam Sheppard all completing the day in the top ten.

Leigh Fuller was once again the fastest Lotus driver, clocking a 1:09.8 that put him third fastest overall, following some pretty serious winged and slicked machinery, and fastest P3.

Martin Duursma was not far behind in the Exige Cup 430, fastest M3 on a pleasingly balanced 1:11.3333 (can you tell it's the guy behind the camera and not the wheel writing this?). Brett Stevens and Richard Wodhams occupied that same second of track time on 1:11.5 and 1:11.7 respectively, with Brett setting the fastest P2 time along the way. Martin, Brett and Richard were fourth, fifth and sixth overall.

Eighth and ninth went to Gino Valdes and Liam Sheppard, Gino pushing the Exige S to a 1:12.9 and Liam going fastest M2 on a 1:13.2. Colin Rudd just escaped the top ten this time around, setting a very clean 1:14.2 in the Elise 220 Sport.

Taking a break from Exige's and Elises for a moment, Len Goodwin steered the stunning and supremely sorted '64 Elan to a 1:14.8 that saw him fastest in CD1. Terence Waugh had the Renault Spider Trophy out for round six and drove it to the top of R4 on a 1:16.0.

Tim Kierath is clearly coming to grips with his Exige 410, managing to fire in a 1:16.4 that just snuck him ahead of Rex Hodder, 1:16.5 (fastest M1) in the Exige. Craig Sheppard borrowed the Ex-

ige 240R from Liam to put in a 1:16.6, with Melanie Valdes hot on his heels, just five tenths off on a 1:17.2.

Keith Edwards and Peter Deller managed the closest result of the day, Keith narrowly outrunning the Deller Commodore on a 1:19.27 that was just over a hundredth of a second faster than Peter's 1:19.28. John Deller followed with a 1:21.2 in the Holden Calais and Greg Baker 1:23.3 in the Pulsar.

Gemma Gibson is putting in the track time and making improvements each time we head out. This round was no different, 1:27.2 in the Elise S.

Thanks to the MG Car Club Sydney for hosting round six, and to all of the friends and family who came out to support or enjoy the day with us! CSCA events always boast a great atmosphere, and in the beautiful Sydney springtime, it's hard to picture a better day out.

Next time out, we will take a road trip to the country for the final round of the 2019 CSCA season - round seven kindly hosted by the Triumph Sports Owners Association of NSW at Wakefield Park. Entries are open now

Human ingenuity and a dusty truck!



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!!

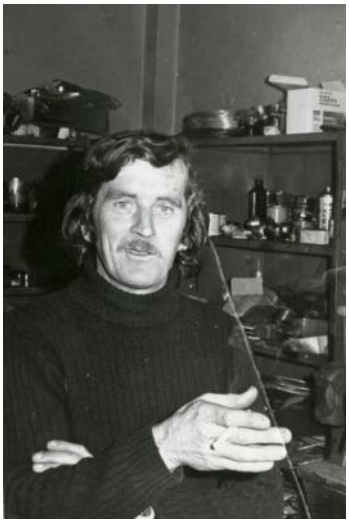
These are always great and memorable days!!



The terrific roll-up at last years party



Australia loses another Motor-sport Legend with the recent death of Peter Molloy



On the evening of the 9th October this year, Peter Molloy legendry Australian auto mechanic designer and engine builder passed away from a brain tumour

Peters glory days were during the 70 and 80's, initially coming to fame when he built the engine for Neil Allen's McLaren M10B F5000 Chevrolet that held the Bathurst lap record at Mt Panorama for 32 Years (2;09.7s)

Warwick Brown won both the Tasman Series and the New Zealand grand prix 1n 1975 with Peter Molloy as the team boss driving a Lola T332 for the Pat Burke Racing team. Brown remembers Molloy fondly "He was resolute and so determined to succeed…he took on the biggest in the world from a couple of garages in Canterbury Rd. Belmore". Brown reminisces on an occasion in 1974 when they arrived at the Ontario track in California to take on the likes of Mario Andretti. "We turned up with a car, gearbox and an engine on the back of a trailed…the next thing the Americans started rolling in with their huge trucks and all their gear and I said to Peter 'we are going to get smashed, what are we doing here?' "He told me to shut up and do as I was told and by the end of the second session we were within a second of Mario" "Peter worked on having a usable engine whilst the yanks worked on outright speed. If he had 12 engines there that day he could of sold all of them!"



In 1977 he built the engines for the 2 Allan Moffat Ford Falcons which had a crushing defeat to the invincible Holden team at the Bathurst Hardy Ferodo 1000. Moffat and Bond driving cars 1 and 2 finished side by side as per team instructions. There is no doubt that Allan Moffat's car was in serious trouble at the end because his co-driver Jacky Ickx was too heavy on the breaks during his stint. The Peter Molloy engines, however finished brand new. Colin Bond commented some years later "The most important thing at Bathurst was the reliability in those days…and if you happened to have performance, well that was a terrific bonus!"



To prove his versatility, Molloy worked alongside Bob Morris to win the 1979 Australian Touring Car Championship with a Torana A9X ahead of Peter Brock.

Whilst in Hospital, Peter Molloy was recently awarded the CAMS Pill Irving Award to commemorate his 50 years in the sport.

QUOKKA TALK

TAKING YORK BY STORM FOR SUNDAY LUNCH

GUILDFORD TO THE OLD FLOURMILL CAFÉ IN YORK

BY: JANET FRANZEN
PHOTOS: JANET FRANZEN & ELLIE HAMILTON

This month's early morning run was organised and led by Pete & Janet Franzen. Sunday morning was beautiful, albeit a bit cool as we live much further south than most of the club. We headed up towards Guildford to the usual rendezvous point and enjoyed the beautiful clear skies leading up to a perfect day for the early morning run to York.

We were happy to be greeted by an amazing turn-out for the run, featuring a wide variety of Lotus to play with along the curves, hills and countryside. Approximately eleven Lotus joined us to experience the beautiful day that was forecast for our 145km route. These were drawn from a wide variety of models and variants for the foray, including Elise S1 and S2, 4 Elise S3s and 2 Exige S2s.

We left Guildford train station, the beautiful variety of colourful Lotus cars glinting in the sun, and headed out towards the surrounding countryside. Being a drive free day due to climate protests, we figured we would have the run of the road, but still had the normal cyclists and 'Sunday drivers' to deal with until we got out of Kalamunda.



EMR leaders, Janet & Pete's S2 Elise



Chidlow Pit Stop

Heading down the beautifully sunny roads with spring finally in the air and the beautiful green trees and wildflowers in bloom added to the wonderful day.

We stopped at the Chidlow Tavern for our normal pit stop, but it was closed for renovations. Regardless, everyone had a good catch up and we even let an eager young girl have a sit in our Lotus.

Refreshed, the Lotus convoy headed down the Great Eastern Highway with great open roads ahead for us all the way to York.

After the fun turns, hills and open roads we stopped for lunch at The Flourmill Café in beautiful downtown York. There was great conversation, food, cars and friends and after lunch a few of us did a further run up to the Mount Brown Lookout.



Mount Brown Lookout

Its time to start thinking about Lotus 2021

The NSW club is the organiser for Lotus 2021 our much-anticipated bi-annual event. For the first time, the organising committee decided to break away from the traditional format (Concourse, Track day or Day tour and Farewell dinner) and head off to Tasmania for a fabulously organised tour of the Apple Isle. The format (which is yet to be confirmed) is to board the Spirit of Tasmania in Melbourne 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! As well as sampling the magnificent produce available, we will be visiting remarkable destinations with breathtakingly scenic vistas. Then of course we will ensure we are eating at some of Tasmania's most tremendous venues. For those interested, we will be including TARGA sections in our tour!! So, just to whet your appetite, I will bring you each month a couple of titbits of what you can expect on this never-to-be-repeated holiday.
For November, we will look at the fabulous Tasmanian Honey and to visit, the town of Richmond

HONEY
It is well known that Tasmania has some of the best honey in the world, but the popular opinion often goes to the leatherwood honey of Mole creek. One of the most renown is the factory of R. Stephens at 25 Pioneer Drive, Mole creek
Here, the factory produces honey of the highest quality, including the uniquely flavoured leatherwood honey which is only produced in Tasmania. The leatherwood tree traces back to the time of Gondwanaland. This pure honey is produced from wilderness areas, many listed as World Heritage Areas, brings you one of the finest quality products in the world.
52 Minutes from Devonport on Highway 1, Open for door sales : Monday – Friday
Program 25 Pioneer Drive Mole, creek in your GPS.
Phone : 03 6363 1170. Email : busybees@leatherwoodhoney.com.au Website : www.leatherwoodhoney.com.au.



RICHMOND
Located about a half hour drive from the capital city of Hobart, going to Richmond sometimes feels a little bit like going back in time
In the 1820's, Richmond became one of Lieutenant-Governor Arthur's police districts. The jail, court house, barracks and a watch house were erected and Richmond continued to grow, largely because of its importance as a convict station and a military post. In the 1830's, Richmond's position on the routes east and south made it a natural overnight stopping place. By the 1830's, several roads led in and out of the town. Inns increased in number. Businesses were established. There were eventually blacksmiths, wheelwrights, saddlers, stockyards, tanneries, a market place, a pound, brick and lime kilns, as well as general stores and other services and for the next
hundred years, Richmond was a stable, quiet rural community.

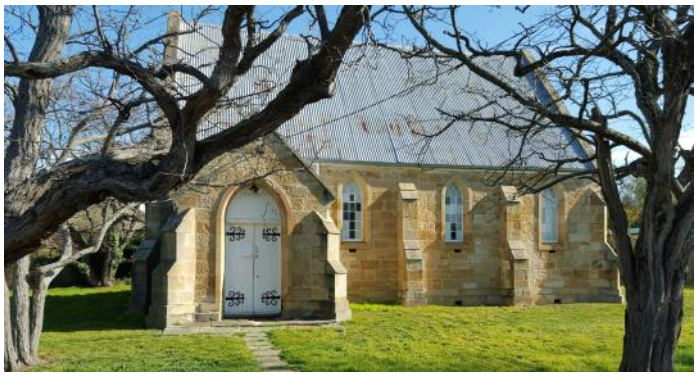
In the 1970s, awareness of the significance of Richmond's heritage began to develop. At the same time, Richmond grew as an arts and crafts centre, with a number of galleries opening. Richmond became recognised as an important Tasmanian tourist destination. More recently, the Coal River Valley has seen a diversification of agriculture, which has included the establishment of a number of successful vineyards.
Richmond is one of Tasmania's most popular visitor destinations, showcasing Tasmania and Australia's colonial heritage at every turn. Heritage-listed buildings and features are found on almost every street, so that



even a casual stroll offers insights into early settlement days. More recently, the agricultural wealth of the Coal River Valley has led to the establishment of a number of premium vineyards and farm gate food businesses, and food and wine tourism has become a major drawcard.

WALK ON AUSTRALIA'S OLDEST BRIDGE

The Richmond Bridge is the oldest bridge still in use in Australia and also the oldest stone span bridge in Australia. Part of the main thoroughfare in the town, both vehicles and pedestrians still use this bridge to get across the Coal River. Not just functional, this convict-built bridge is also very pretty to look at, and locals and tourists alike are drawn to the banks of the river beside it to take photos, picnic and feed the resident ducks and native hens!



VISIT AUSTRALIA'S OLDEST ROMAN CATHOLIC CHURCH

Just up the road from the bridge is St. John the Evangelist Roman Catholic Church. Built in 1836 it is considered to be Australia's oldest Roman Catholic Church; St. Mary's Cathedral in Sydney was actually built first, but in 1865 the original chapel was destroyed by fire. So St. John's in Richmond is the oldest still-functioning, original church in Australia. The small church is quite pretty (some friends of mine even got married there) and worth a visit if you are interested in that sort of thing.

BUY LOTS OF LOLLIES AT A TRADITIONAL SWEET SHOPPE

A Tasmanian institution, no visit to Richmond is complete without a stop at "Sweets and Treats", a traditional-style lolly shop on the main road. With shelves lined with jars of different lollies, as well as special Tasmanian fudges, ice-creams and coffee on offer, this is a must-visit! Choose to get a couple of 100 grams of your favourite old-fashioned or modern lollies and watch the shop assistants measure them out then deliver them to you in paper bags, just like in the olden days! You can have a look at their website here if you feel like drooling over yummy treats.

LEARN ABOUT CONVICT HISTORY AT THE OLDEST INTACT GAOL IN AUSTRALIA

37 Bathurst St, Richmond Ph (03) 6260 2127
Open 7 days, 9am - 5pm

Another attraction that holds an 'oldest in Australia' title is the Richmond Gaol. A convict era building, the Richmond gaol was actually built even before Port Arthur. Nowadays it is a tourist destination, largely unchanged from convict times. You can explore the chain gang sleeping rooms, a female solitary confinement room, a flogging yard and cookhouse; all while learning about Tasmania's convict past. Visiting the gaol costs 9 AUD for adults and 4 AUD for children, you can plan your visit at the website here.

EXPLORE THE MANY ART GALLERIES AND SHOPS

. Make sure you take some time to stroll down the main street and some of the side streets and pop into the shops and galleries to see (and maybe buy) beautiful handmade Tasmanian art, jewellery, woodcraft, textiles, soaps, souvenirs, antiques and clothing. You could easily spend hours browsing, my personal favourite shops include Lafayette on Bridge, The Woodcraft Shop and Anchorage Antiques (pictured above) where I had a lovely long chat with the man who was minding the shop for the owner one day! It's also full of all sorts of cool old, things.

WALK AROUND COLONIAL HOBART AT THE MODEL HOBART VILLAGE

21a Bridge St Richmond Ph (03) 6260 2502Open 7 days, 9am - 5pm

Another one of my favourite attractions in Richmond is the Old Hobart Town model village. Exactly what it says, here you can wander among a miniature replica of Hobart as it was in the 1820s. Designed and built from actual historical plans it's fascinating to see how Hobart has changed, as well as how many of the historic buildings are still standing. Not only are there models of buildings with

trees, water and ships, but there are also over 500 figurines showing people going about their lives as they might have been during convict times. One of my favourite parts is seeing the little scenes happening throughout the model town, of a runaway horse and cart, escaping convicts, and even some Tasmanian Tigers! You should definitely check out their website, to see some of the photos of how facinating this place is and to plan your own visit.

HAVE A TIPPLE AT ONE OF THE MANY VINEYARDS

As well as cafes and restaurants there are a LOT of vineyards in and around Richmond, as it is part of the Coal River Valley winery region. Most of these vineyards offer cellar-door sales as well as having great onsite restaurants, usually paired with fantastic views over the valley and river. Some of the more popular vineyards include Frogmoore Creek/Meadowbank Estate, Puddleduck Vineyard, The Coal Valley Vineyard (restaurant pictured) and Riversdale Estate. You might need to do some research to discover which vineyard(s) you want to visit while in the area!

LEARN ABOUT RICHMOND'S HISTORY AT OAK LODGE

18 Bridge St, Richmond Ph (03) 6260 4153. Open 7 days, 11.30am - 3.30pm As well as the Richmond Gaol offering history lessons about convict life, there is also a museum dedicated to showing what colonial life was like. One of Richmond's oldest homes, Oak Lodge is a grand Georgian house in largely original condition. The house is like a time capsule, you can walk in and see the lifestyles of its original inhabitants in the old schoolroom, doctor's consulting rooms and heritage garden. Unlike many of these sorts of museums you can even handle many of the exhibits as you explore. You can find more information about this piece of history here.

MEANDER THROUGH THE VILLAGE MARKET

Salamanca is not the only place featuring a charming Saturday morning market, Richmond has one too! The Richmond Village Market is, of course, much smaller than the one in Hobart, but it features lots of local products and the kind of charm you can only find in a traditional small-town market. A lot of the stalls feature home-grown produce from the Coal River region, as well as local crafts, jewellery, plants and entertainment. If you want to experience a little village market then make sure you visit Richmond on a Saturday between 9am and 3pm. The market is held in the town hall and surrounding areas, you can find more information about it here.

LOTUS 2021

Accommodation will be organised, with some meals but each day you will be free to travel at your own choice, with suggested routes, attractions, places to go and not to be missed attractions if you choose to take them.

If you are interested in joining Lotus 2021 please reply with numbers so we can get an idea of accommodation requirements.
This a not a booking, simply an expression of interest so we can get an idea of numbers from Lotus members Australia wide.

See you then.

Anne Blackwood – Lotus 2021 Committee

NOTE: Please reply directly to the Lotus 2021 Committee c/- Anne Blackwood – anne_blackwood@hotmail.com

SA Lotus Torque

SA Lotus Torque An occasional contribution from our SA correspondent Andrew Stevens (Photos: Chris Burton)

October Monthly Run



Cars assemble for the October run to Strathalbyn

The early morning drizzle obviously dampened the enthusiasm for a run in the hills, but that just meant that the roads were relatively clear of Lycra clad loonies and weekend tourists. The small band of Lotus aficionados felt like they'd been gifted the hill roads as theirs for the day. Therefore, a lengthy run was chosen to make the most of the opportunity.

The drive to Strathalbyn on the Fleurieu Peninsula, with minimal distractions made for a most enjoyable drive, with coffee, cake and conversation on arrival. The photographs show the variety of cars formed up at the start. Special prize for anyone who can identify the ring-in on the 2nd row.

We'll be doing the same on the 1st Sunday in November, hopefully without the drizzle. We meet up at the Sikh Centre carpark (bottom end of the SE Freeway) by 9:00am.

MSCASA Come'n'Try Supersprint

Our friends at the MSCASA ran a multi-club Come 'n' Try Supersprint at Mallala recently, and were rapt with the interest shown by the Lotus community. They ended up being oversubscribed, and at least one Lotus owner missed out. The day is very much low key and about learning, with instructors on hand to help first timers get confident in exploiting the performance of their cars. It bodes well for a Lotus contingent in next year's MSCASA series, which covers both Mallala and The Bend. Murray Stephenson from MSCASA tells me that they're planning more Come 'n' Try events in 2020.

October Motorsport

For those who are a little more developed in their motorsport pursuits, October has the SA Hillclimb Championship at Collingrove, and the Bend running the latest of their Track Days. The Hillclimb Championship is over 3 days from Friday 18th to Sunday 20th October, just outside Angaston in the wonderful Barossa Valley. The Sunday includes a Top 10 shootout to determine the overall winner.

On the same day (Sunday 20th), a bunch of Lotus diehards will be at The Bend getting their regular dose of one of the best circuits in the country. It's not as hard on brakes as Mallala which suits the V6 owners, but the 4 cylinder set are determined to give them some curry. We'll have a detailed report on how Chris, Scott and Co fare in next month's magazine.

Lotus named as 'Luxury Brand of the Year' at the annual Luxury Briefing Awards 2019

Lotus has won the prestigious 'Luxury Brand of the Year' award at the annual Luxury Briefing Awards 2019. The car maker was honoured at a gala ceremony staged at The Savoy, London in front of more than 350 VIP guests.

Founded in 1996, Luxury Briefing provides industry reports, analysis and expert opinion across all sectors of the luxury industry. 'Luxury Brand of the Year' is one of the top awards and chosen by the organisation's board of directors. In selecting Lotus, Sir Eric Peacock, Chairman of Luxury Briefing, said Lotus has "revolutionised and disrupted its sector by blowing away all boundaries and limitations with an energetic burst of innovation and repositioning".



Praise was given for ongoing enhancements to the Lotus brand, which to date have included a new corporate identity, new 'For the Drivers' brand tag line, and a complete overhaul of its digital presence. Sir Eric acknowledged Lotus' commitment to top-level motorsport through the Evora GT4 Concept, the Premier League football partnership with Norwich City, and a collaboration on elite cycling performance through the expanding Lotus Engineering consultancy.

However, what excited the Luxury Briefing team most was the launch of the all-electric Lotus Evija hypercar. Sir Eric called it "a game-changer of a new car" which had raised the brand's global profile massively. It marks the start of an ambitious and exciting new product plan that will grow the brand over the next decade.

Phil Popham, CEO, Lotus cars, collected the award and commented: "We are a performance car company with bold ambitions for the future, so to be recognised and honoured as a luxury brand at this stage of our journey is a fantastic achievement. This award is for everyone in the Lotus family around the world who is working tirelessly to grow our brand and achieve new levels of success. I'm confident it will the first of many from outside the automotive sector."

Other brands recognised at the awards include Princess Yachts, Hennessey XO, Selfridges, Fortnum & Mason, Timothy Oulton, Creed Boutique, Aston Martin and Bentley.

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.

Lotus Engineering take on Dan Burge as new Commercial Director



Lotus Engineering has strengthened its senior management team with the appointment of Dan Burge as Commercial Director. Dan is an experienced executive within the automotive industry, having fulfilled commercial, operational and technical roles in both development and manufacturing .

He has held senior commercial and programme roles at Williams Advanced Engineering and Prodrive Automotive Technologies, as well as serving as Operations Director for a small group of engineering companies. In recent years Dan has completed an MBA, and prior to joining Lotus Engineering was running his own consultancy supporting strategic growth in technology focused SMEs.

While the automotive industry is the heartland of Lotus Engineering, as a consultancy its innovative approach and problem-solving expertise has been used by clients from many other sectors. These have included elite sporting performance, aerospace, medical research, boat-building, furniture, a watch and even a shopping trolley!

Dan commented: "I'm delighted to be joining Lotus Engineering at such an exciting time for the whole Group Lotus business. I will be working to further develop the structure so we can commercially exploit the strong technical capabilities within Group Lotus, creating strategic relationships to support our growth."

Dan will be co-located, spending time at Hethel – the historical home of Lotus in Norfolk – and the recently opened Lotus office in Warwick, West Midlands.

Married with two children, Dan is passionate about his family, rugby and all things automotive and motorsport.

CARnivale 2020

City of Parramatta, in collaboration with the Australia Day Council of New South Wales, invites you to register for CARnivale, to be held in Parramatta Park on Australia Day, Sunday, 26 January 2020.

This is the fifth year CARnivale is being held in Parramatta Park and it will again showcase a magnificent collection of cars, motorbikes, fire engines, speedway cars, racing cars, trucks, and coaches.

In 2020, for the first time, vehicles of all ages will be allowed to enter and the display time will also be shorter, from 9 am to 3 pm. There will be more shade areas provided and a large marquee in the middle of the display area. In the marquee will be food and drink stalls, seating and a main stage area featuring some great local party bands.

Clubs can have their own tents for shade and to display and sell club memorabilia. The public will be encouraged to vote for their "Favourite vehicle" using a phone or tablet app and there will be cold water fountains in abundance across the site.

In addition to CARnivale, other Australia Day activities will include hot air balloon displays from 6 am and a family zone with kids' rides. Gourmet food trucks and stalls will be plentiful and there will be loads of family-friendly music and entertainment.

There will be a shuttle bus from the Park to the Ferry Wharf, train station and shopping centre in the Parramatta central business district, which offers many restaurants and cafes. The Australia Day celebrations end with a concert on the main stage in The Crescent followed by a fireworks spectacular at 9 pm.

What happens on the day

Vehicles arrive at Parramatta Park at designated times from 6 – 9 am.
Marshals will direct drivers where to park.
Free breakfast will be provided by the Rotary Club of Granville at the display area
Vehicles must stay in their allocated position until 3 pm.
Entrants displaying flags or banners must fix them securely to their vehicles.
No portable cooking facilities may be used in or around vehicles on display.
The closing date for all entries is Friday, 22 November 2019 or earlier if the total allocation of space has been filled. If your application to enter is successful you will be sent an information package in mid-December.

For further information on the event contact:
John Flower
Vehicle Co-coordinator, Australia Day CARnivale
Phone:(02) 9806 5221
Email: jflower@cityofparramatta.nsw.gov.au

Lotus returns to the Olympic Games with Hope Technology



Lotus Engineering and Hope Technology have unveiled their exciting bicycle collaboration – an innovative new track bike designed to deliver medals for the Great Britain Cycling Team at next summer's Olympic Games. The innovative new bike meticulously designed and engineered to deliver outstanding track performance. Once again, Lotus Engineering has created the unique front forks and handlebars, but this time, Hope Technology developed the frame

The new bike will be on public display at London's Rouleur Classic event and make its competitive debut with the Great Britain Cycling Team very soon. Riders have been testing the bike in secret over the past weeks, and will continue their evaluation with a view to riding it at the 2020 Tokyo Olympics.

Lotus Engineering is the internationally recognised automotive consultancy division of Group Lotus, best known globally for its iconic British performance cars. Its industrial design innovation and expertise has been seen in sectors including aerospace, medical research, furniture and boat-building.

Lotus has a highly successful history in cycling through its Lotus Engineering division. In the Nineties, Lotus was instrumental in the design and development of Lotus Sport bikes for cycling legend Chris Boardman at the 1992 Olympics in Barcelona, where he won gold, and in the 1994 Tour de France, where he won the prologue time trial to take the famous yellow jersey.

Miguel Fragoso, Executive Director, Lotus Engineering, commented: "Lotus has always been at the very cutting edge of lightweight racing performance with its cars, and now – after 25 years away from cycling – we've collaborated to apply the same Lotus core values to this new track bike. We look forward to working with British Cycling as testing continues towards next summer's Olympics."



Ian Weatherill, Managing Director, Hope Technology, said: "We have created the frame using high-modulus composites with fabric woven in UK, the in-house team has unrivalled engineering expertise with 30 years of composite experience and two Olympics behind them. Together we have refined the manufacturing method to make a superior product".

A large proportion of the development of the bike's aero features were done following the 2016 Olympics, when the UCI – cycling's governing body – changed the rules on bike development. At that point a knowledge transfer was made by the English Institute of Sport (EIS) to key UK suppliers, in this case Hope Technology and Lotus Engineering. The pair have worked closely together to refine the design and perfect the manufacturing processes of the new bike.

Tony Purnell, head of technology for the Great Britain Cycling Team, said: "It's a dream team of engineering prowess – Hope Technology bring high quality manufacturing standards and Lotus Engineering is renowned for lightweight design and outstanding aerodynamic efficiency. Both have been supported and advised by additive manufacturing experts Renishaw, who have ensured that Lotus and Hope have access to the most modern and fastest turnaround process from design to usable pieces.

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

Legendary Jaguar test driver Norman Dewis dies aged 98

Norman Dewis, who died in June this year aged 98, was for most of his working life the highly respected chief test driver for Jaguar, and was one of the last survivors from Jaguar's heyday of the 1950s and 60s.

He was born in Coventry, but his education was cut short when his father, a coal merchant and carter, died in 1934, and Norman had to find work. After a false start with Humber, he became an apprentice at the Armstrong Siddeley car company. At the outbreak of the Second World War in 1939, Norman joined the RAF and became a rear gunner on Blenheim's, until he was invalided out with a kidney infection.



Norman Dewis amongst some of the cars he help create

In 1945, he moved to Lea-Francis, where he became chief tester, and in 1952 he joined Jaguar as a test driver and development engineer, remaining there until his retirement in 1985. He soon became involved in disc brake tests, as Jaguar, together with Dunlop, were instrumental in developing this new form of brake.

Norman had raced his own 500cc single-seater and took part in a number of races for Jaguar, starting with the 1952 Mille Miglia in which he co-drove with Stirling Moss in a Jaguar C-type. Although they did not finish, this was the first time that a car fitted with disc brakes had raced. In 1953, Norman set a speed record in an XK 120 at Jabbeke in Belgium, at 172.4mph.

But it was his favorite car, the stunning XJ13 that almost killed him. He was on the banking at MIRA, the high-speed test facility in Warwickshire, when a rear wheel failed resulting in a triple-barrel roll through the infield mud. Norman recalls, "I know she caught me out, but she's still a lovely thing," he said. "I was high on the banking at about 135mph when the offside rear wheel broke. It spun down the banking onto the infield, dug in, did two cartwheels and then a series of barrel-rolls. I wasn't strapped in, but while it was all going on I managed to wedge myself under the scuttle. The wreck ended up on its wheels, and I got myself out." After a hospital check-up, and with no broken bones, Dewis returned home, telling his wife, Nan, that he needed an early night after a busy day.



In the 1952 C Type he shared with Stirling Moss

Undaunted, he went on to tally up more than a million miles of testing at MIRA, all in Jaguars.

Norman worked on the development of the world-

beating E-type. For its launch at the 1961 Geneva motor show, he had to make a last-minute dash across Europe in one of the demonstrators.
It was his work in developing the disc brake that won him the OBE, or The Most Excellent Order of the British Empire. It was a dangerous job that often saw him going down the company's secret test track that had been set up at a former RAF aerodrome near Wolverhampton.
"Oh yes, it was dangerous,"



Norman and the XJ13 before going out above and after his amazing accident below



Dewis recalled when developing the Disk brake. "Sometimes I'd be driving at 130 mph, and there'd be no brakes. The pedal would sink to the floor, and I'd have to take to the grass."
Dewis was not only a living link to Jaguar's great cars, but to its people. Dewis was one of the last remaining Jaguar employees who knew company founder Sir William Lyons. It was that living vault of history that Dewis shared so freely in the last decades of his life, and for which many who met him will be forever grateful.
It is said that in his 33-year Jaguar career, he covered a quarter of a million miles at more than 100mph

And for a bit of light humour we have Dane Rowe World GP sidecar rider to tell the story of

the Great Toilet Blaze Mystery of Imatra, Finland.

Dane recalls, "OK, it went like this. The paddock at Imola was in a clearing of a forest!. There were no permanent buildings, so of course no proper loos. The only loo available was a three sided construction of planks of wood with no front, so no door (I donated a large bath towel which could be drawn across the door hole and fixed to a nail), and a hole in the ground. No proper installation, just a hole of about 15" diameter, in the ground. And that was used by everybody. Of course the ground around the hole became very soggy and quite disgusting, so everyone started putting down newspapers etc. to walk on. We had tried small branches from trees in the forest, but they became smelly, wet and slippery, so we used newspapers and bits of cardboard - everyone who went into town was asked to bring back cardboard boxes, newspapers, anything.

We had asked the organisers on the Friday (practise day) whether they couldn't organise a Porta-Potty but they shrugged their shoulders and did nothing about it. People parked near the loos moved to aromatically safer ground further away.

So on the Sunday afternoon before the races started, we'd had enough. Barry Sheene went round from one racer to another asking for a drop of petrol. None of us were well-off back then and it often happened that we had to chip in because some poor bugger had wrecked his only engine in practise so didn't have any money to get home. Usually, a couple of Francs or Pounds from everyone more or less covered the rider's lost start money. So, it was not unusual that someone would go round asking for a cupful of petrol.

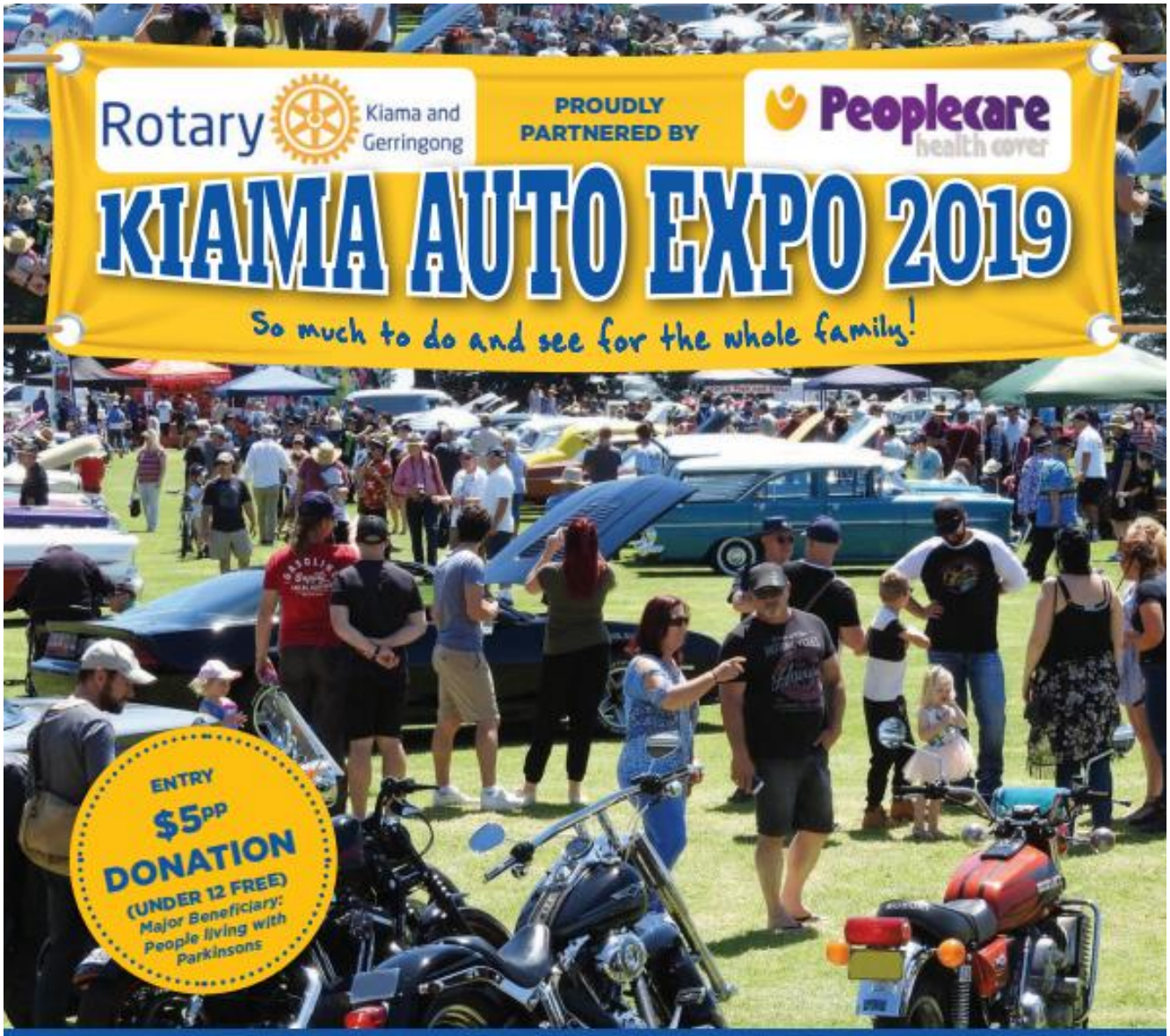


Dane Rowe

Well, about an hour later, there was a whooshing sound and in the clearing, the loo was well and truly ablaze. We all stood around cheering. I bet we must have killed billions of germs and bacteria. The police were called to investigate this case of blatant pyromania. And I remember Barry explaining po-faced to the police, "well, there were police in the paddock and I remember that one went in to the loo smoking a cigarette. There was a lot of newspaper on the floor. When he came out, he did not have his cigarette any more and a minute later the loo was on fire....." And the policeman looked at Barry and wiggled his index finger left and right and said, "Noooooooo!"



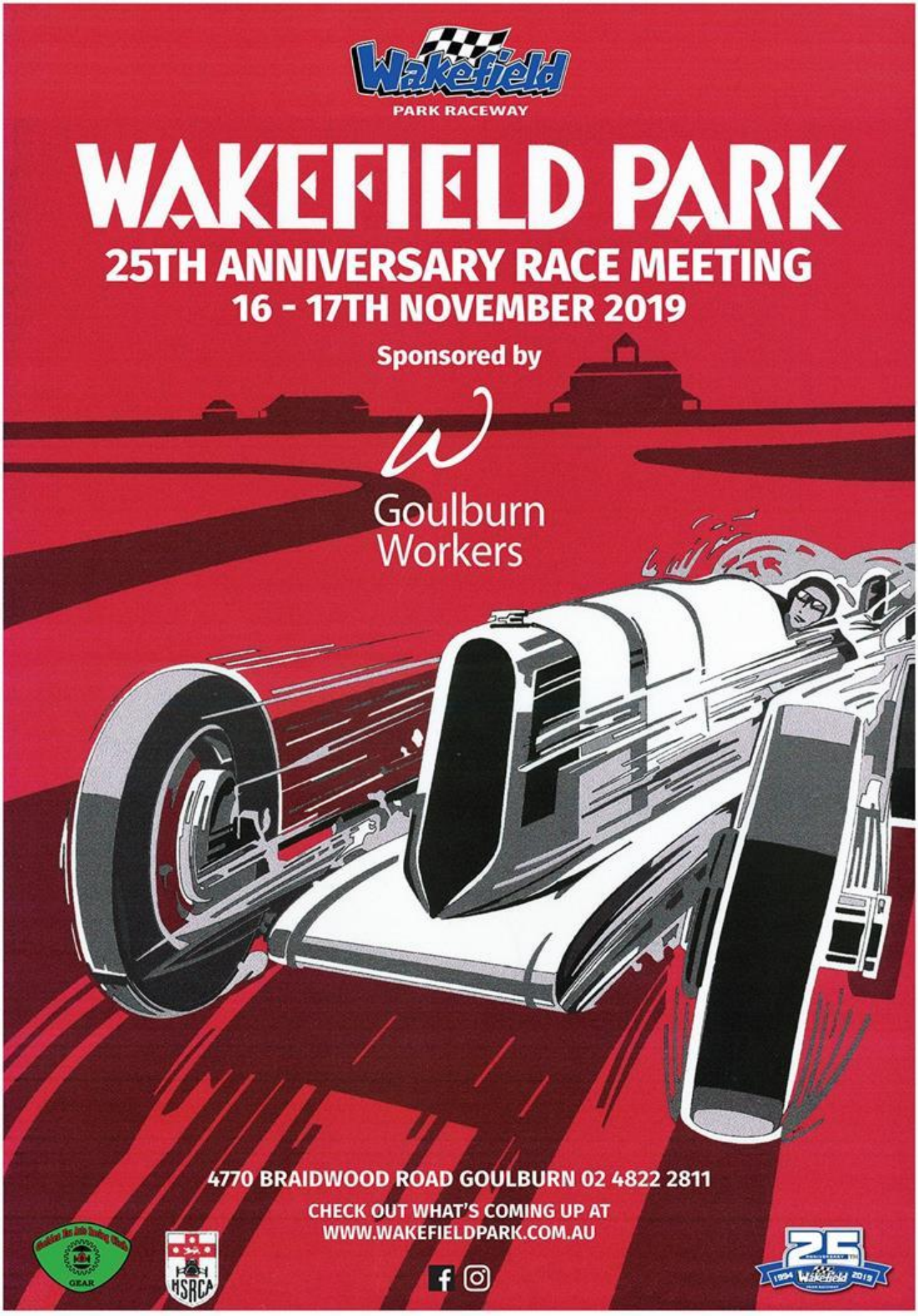
You think you've got troubles, this is an X-ray of Barry Sheene's legs from 1982



SUNDAY 24 NOVEMBER 2019
9AM-2.30PM
AT KIAMA SHOWGROUNDS AND PAVILION KIAMA

- DISPLAYS OF VINTAGE, VETERAN AND CLASSIC CARS AND BIKES
- EMERGENCY SERVICES DISPLAYS
- STALLS WITH AUTO SUPPLIES AND ACCESSORIES
- OFF ROAD REMOTE CAR EVENTS • CAR AND BIKE JUDGING
- CHILDREN'S ENTERTAINMENT • MUSICAL PERFORMANCES
- FOOD, REFRESHMENTS AND COFFEE AVAILABLE • RAFFLE DRAW

Car and Bike Clubs... book early to secure a site for your club! No fee for display cars. Anyone wishing to have a stall site or display site also needs to book. Contact Bob on 4234 1336 or email kiamaautoexpo@gmail.com


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**.


HSRCA SUMMER FESTIVAL
HISTORIC RACE MEETING
SYDNEY MOTORSPORT PARK
NOVEMBER 30 & DECEMBER 1 2019
FEATURING
60 YEARS ELFIN
BMC CHALLENGE
GROUP S ENDURO
DAWSON-DAMER TROPHY
100 YEARS OF BENTLEY
60 YEARS OF MINI
WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

Answer to last months "Now who Said That?"



OK It was a bit hard and as a result, no one got it!! The correct answer was long time Lotus Financial Controller Fred Bushell, who back in the 1950's was one night was enjoying a comfort stop in the Gents outside the Railway Hotel in Hornsey when another chap came in he recognised as being one of those blokes with the cars. "What exactly do you do in that place?", Fred asked. The person he was talking to turned out to be Chunky himself, who invited him into the 'works' to take a look. In conversation Colin then learned that Fred was an accountant. "Ooh" he said, "You're exactly what we need"



Fred Bushell leaving the court in 1992 He was the only person from Lotus or DeLorean who was prosecuted. He received 3 years in prison., his wife Heidi dying whilst he was in Jail and in the latter years being on very regular dialysis. Fred died in 2006.

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 ,

"This car is the closest thing we will ever create to something that is alive"

and yes it's another tricky one, but if it helps, the originator was not talking about a Lotus

Winner announced December

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

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
November				
	Sunday, 10 November 2019	Concorse de Elegance Sydney	9.00am	Riverside Stables Complex at Warwick Farm
	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
	Sunday, 24 November 2019	Kiama Auto Expo	9.00am	Kiama Showground
	Sat & Sun Nov 30 and Dec 1	HSRCA Summer Festival	9.00am	Sydney Motorsport 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
	Sunday, 16 February 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
October	Sunday, 3 November 2019	Sunday Run	9.00am	Sikh Centre carpark

CLA WA 2019 Diary

Month	Day Date	Event	Time	Location
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



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



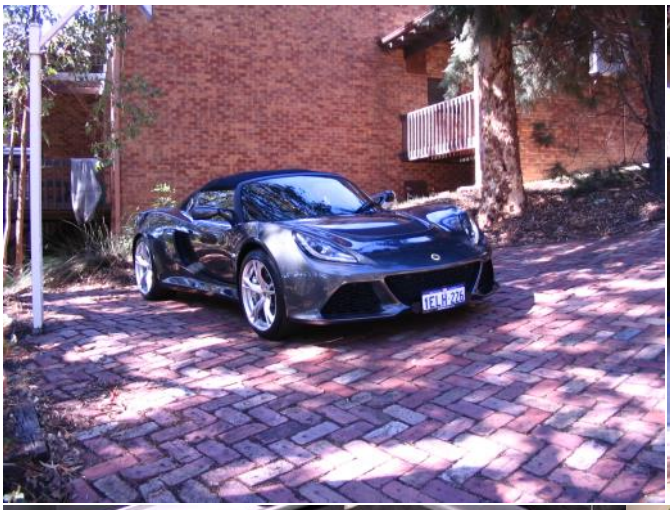


For Sale

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

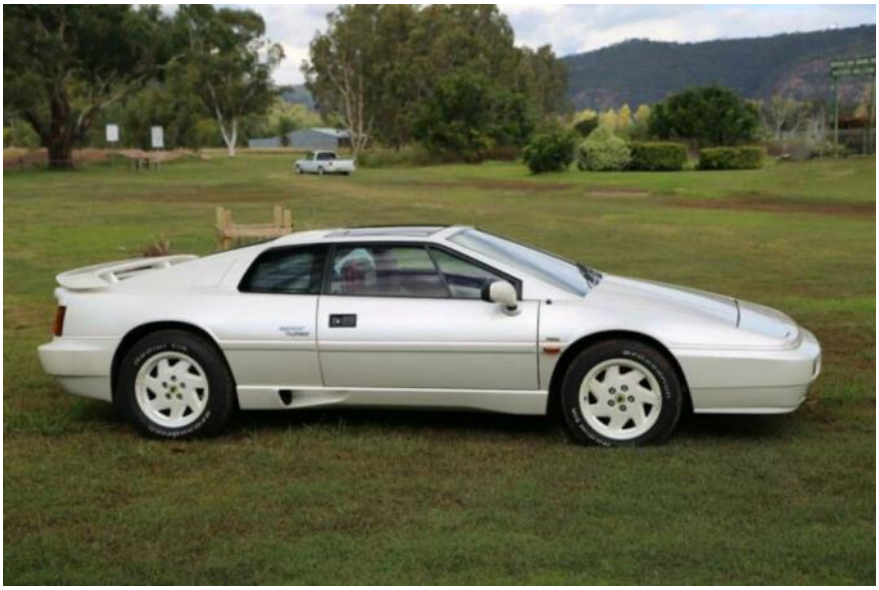






For Sale

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 $49,000. 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