APRIL 2020



Chunky's Chatter

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



Inside this issue

- Report and photos for CLA's Wakefield park CSCA round. Will this be the only one this year?
- Two racing greats from the early days of Lotus pass away
- 35 years ago young Brazilian bought Lotus back to the top of the podium after 3 years
- A Canberra trip to Crookwell from David Leaney

Club Lotus Australia
April 2020

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 Mk X of Mike Anthony. This was the first Mk X built and has now been restored by Classic Team Lotus. Mike is pictured behind his old car.

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



Hello everyone, and welcome to the new ways of working and living (temporarily we all hope),

Where to begin?

The work side of things is pretty dull, so I'll switch tack to the domestic and interests aspect of the Covid-19 debacle.

On the bright side, the opportunity presents itself to spend more time in new home (or garage!) based activities.

So, what have you decided to use the enforced leisure time to do? Once the list of DIY chores you've been delaying in favour of taking the car out for a drive has been completed of course (don't pretend, we're all in the same boat!)

On the list so far are:

- Making models (not done this since school, which, I hardly need tell you, wasn't yesterday)
- Relearning the piano (which has sat untouched in our dining room for ten years - probably need to learn to tune it first)
- Sorting out the garage and flogging all the junk on the mezzanine floor to make room for more junk
- Get into the attic, and turf out all the stuff we've accumulated
- Set up the Scalectrix set that's in the attic, and break out the Lotus models

Set up an eSports CSCA series perhaps

The problem is, what to do when the list runs out…..

Sadly, the restrictions we have to endure will inevitably curtail not only the motorsport activities we all enjoy so much, but also the social side of things.

As you will possibly be aware, the second round of the CSCA series has been cancelled; we will keep you informed as we hear more about the rest of the season, but at this point, rounds 3 and 4 are also unlikely to progress.

And for the moment, the monthly Tyre Kick and Coffee will be suspended until we are allowed to resume normal contact with others. We will revisit this decision at the end of April.

In the meantime, if anyone would like to make a short video of something that they are working on, a project, an idea, please feel free to get in touch with Seth (webmaster@clublotus.com.au) and we will put it up on the website and Facebook, which naturally enough will become more central to the fabric of the club.

Anyway, enough about Covid-19.

I am pleased to report that last weekend we conducted the first virtual meeting of the Lotus 2021 Committee. With grateful thanks to Mel and Seth for setting us up with a Google Meet,
and to all the Committee for being game to try the new technology, we made good progress:

- The team agreed that we should continue to progress the planning for the event
- We also agreed we would not start to either pay deposits, nor ask for payments, until more certainty is established
- We confirmed the key roles and responsibilities which will be fundamental to the success of this event, including reaching out to the Tasmanian contingent of CLA; and

We have agreed to increase the meeting frequency to once a month until further notice

So we are still, at this stage, planning to be in Tasmania in February 2021; we hope that will provide a suitable respite and holiday opportunity for everyone to look forward to, and we will of course keep you informed as we progress the planning.

Other than that, please do look after yourselves, and particularly those less secure near and dear to you - the old, the infirm, and those struggling with the emotional impact of current circumstances - please make sure to reach out regularly and frequently.

Pip pip

Ashton

From the Editor Tom Devitt



Tom Stoppard the playwright and screen writer once recalled a wonderful thing Stirling Moss once said to him "You don't get a big bang out of going around the track at 180mph. No, it's about taking an 80mph corner at 81 and you think, there you bastards, match that!" There have been many books written about Moss, even a few by the man himself, but seldom do we see the man behind the driver. His long-time secretary and PA, Valerie Pirie, has written a gem of a book (Ciao Stirling) about the man in everyday life and covers the period when he was just becoming a household name to the time after his near fatal accident. Our Jimmy also gets a mention, so don't miss it. This book is reviewed on page 17

2 new sections this month that I am very excited about. Firstly, our club's resident dietitian and culinary nutritionist Caroline Trickey, has agreed to put an occasional column and recipe to get us fit and well for Summer (If we ever get out) Her first contribution is on page 6 and is for a healthy start to the day with a Bircher Muesli with a carrot cake twist.

The second section is from club member Bruce Simpson. Bruce has been going through the web in search of anything Lotus. He has come up with two bottler websites this month and I have already spent too much time on them. Bruce introduces these to you on page 9.

Lotus 2021 is still going ahead so stay tuned for interesting updates. We will be publishing indicative pricing on the website soon (htts://www.lotus2021.com.au) and until we hear otherwise we are progressing with the planning. We have been lucky enough to secure the help of 3 Tasmanian members (John Barrass, Richard Verhey and John Bouffard) who have already made some very exciting alternatives. For my sins I have taken on the role of Event Planner and will be ably assisted by Evan Jones and Keith Edwards so with 6 thinking caps on we are hopeful of having an exciting and memorable time planned out for you. That was also a sneaky way of saying that if you have an particular Tasmanian venue, attraction or eatery that you think get a guernsey they shoot off an email to me (t.devitt@bigpond.com) and we will see what we can do.

Tom



You may well ask what's the photo of a dirty old Datsun doing in the prestigious pages of a Lotus Magazine. The answer, is that our President Ashton, not content with the bruising of one Peking to Paris Rally, is, with a mate, preparing this gadget for the next one.

STOP PRESS!!!

The Lotus 2021 website is now up!!

https://www.lotus2021.com.au/

Thinking of coming to Lotus 2021

Register your interest now

Send an email to Anne Blackwood, telling who you are and how many are thinking of coming

Places are filling quickly so do it now!!

And yes, we are still pushing onwards in the hope that the Covid19 shut-down will be over by then and you will want to reward yourselves for being so good and staying indoors!!

anne_blackwood@hotmail.com

Caroline's culinary corner

An occasional column by our own clinical dietician and culinary nutritionist Caroline Trickey

This month Carrot Cake Bircher Muesli

Breakfast

Feeling a little stuck in a rut when it comes to breakfast?

Tired of tipping something crunchy out of a box, or bored with toast?

Well, variety is the spice of life as they say and I have a breakfast idea that is sure to spice up your life!

Easy to make, delicious and sustaining as its full of whole, natural ingredients, this Carrot Cake Bircher is sure to shake the start of your day up a bit. Eating breakfast can get you off to a healthy start as its shown to reduce unhealthy snacking later in the day and in children, it's associated with improved academic performance. Yet it is the meal most likely to be skipped.

If you want a habit to last, you've got to enjoy it, otherwise you won't stick with it. Therefore breakfast needs to tempt your taste buds, have variety and be quick and convenient. Most of all it needs to be nutritious and delicious.

The heady mix of spices, the crunch of seeds and nuts, and the plump, juicy raisins make this bircher a heavenly way to start your day. Not to mention that you can't possibly go wrong by including your one-of-five veggie serves in breakfast. In fact, that ought to earn you a gold star! Just don't forget to put it together the night before so you wake up to it ready to go.

Carrot Cake Bircher Muesli

Serves 2-3
⅔ cup whole rolled oats
1 tablespoon ground or whole linseeds, or chia seeds
1 teaspoon cinnamon
½ teaspoon ground ginger
¼ teaspoon ground nutmeg, optional
¼ cup raisins
½ cup grated carrot - approx. 1 small carrot
1¼ cups of your choice of milk
¼ cup walnuts, or other choice of nuts
2 teaspoons maple syrup or honey
your choice of yoghurt, to serve, optional
pumpkin or sunflower seeds, to serve, optional

Instructions

Place oats, linseeds, spices, raisins, carrot and milk (or milk/yoghurt mix) in a bowl and stir to combine.
Cover and set aside for at least 30 minutes, or preferably overnight in the fridge.
(Note: For bircher muesli on-the-go, after mixing ingredients together, transfer into 2 jars or re-usable glass containers and place toppings on ready to quickly grab out of the fridge the next morning and go)
Serve into bowls and top with walnuts, then drizzle with honey or maple syrup.
Add yoghurt, fruit or seeds as desired

And for those of you who don't eat breakfast at home, bircher muesli is easily transportable. All you need is a jar with a well-fitting lid. Enjoy.

Caroline Trickey is a clinical dietitian and culinary nutritionist who runs healthy cooking classes in Sydney. Find out more about her and access more than 300 delicious and nutritious recipes on her website healthyhomecafe.com

Caroline

Lotus Myths and legends

35 years ago this month, a young Brazilian scored a wipe-out victory in the Portuguese GP which would bring Lotus back on the winners podium after a 3 year absence.

In October 1983, Peter Warr was in secret talks with Ayrton Senna. Colin Chapman had died 2 years earlier and Lotus had not had a Formula 1 win since then. Senna was yet to race a F1 car so Warr managed sign him up for US$50,000 per year. If the young lad were a success, it would be a steal. The only hurdle to overcome was that Peter Warr had to get the OK from their major sponsor JPS. They turned him down flat! The John Player brand cigarette was sold only in England and they wanted a British driver in the cars that bore their logos and that was Nigel Mansell. The whole of the Team Lotus F1 were by now heartily sick of that "whingeing Brummie" and desperately wanted shot of him. In fact Warr told JPS that if the wanted Mansell that bad they would have to pay for him themselves. Somehow, they cobbled together the £250,000 that was Nigel's retainer. Meanwhile, Senna signed with Toleman.



1985 Ayrton Senna in the Lotus 97T Photo Jerry Lewis-Evans

The days of getting Ayrton cheaply came to an abrupt end at a very very wet Monaco GP when Senna very nearly beat Alan Prost to victory in a shortened race, showing the world what superb car control he had in the wet, being without a doubt, the best driver by far on the circuit that day. A year later, when Warr got back to negotiating with Ayrton, things were a lot more complicated but they eventually reached agreement and on the 14th August 1984 Peter Warr signed Senna for US$585,000 per year to drive for Lotus. But things still didn't go completely to plan. After a break in Brazil he returned to Lotus for fitting settings and publicity shots. Peter Warr picked up immediately that there was something wrong with Ayrton's face. In fact it was paralysed down one side due to an attack of Bells Palsy. Peter immediately got him to Sid Watkins the Formula 1 doctor and Professor. Sid put him on a series of steroids which largely overcame the problem but Ayrton's face would be slightly lop-sided for the rest of his life.

His first race was in a Lotus 97T at the Brazilian Grand Prix, from which he retired. But on the 21st April 1985 at Portugal, hideous weather was going to be a gift for a driver who was an expert on wet tracks, so it was at Estoril that the Brazilian driver scored his first Formula One win –his triumph was total and his future no longer in doubt. During the qualifying sessions,: he scored a spectacular pole-position, half a second in front of Alain Prost, whom was the current favorites in his well-developed McLaren. The previous year, McLaren had won the constructor's championship, Niki Lauda was their Word Champion with Prost in second place.



Ayrton Senna Beginning Formula Ford in 1981,driving a Van Diemen. He was 20 years old

In the 97T at Portugal, Senna easily took pole position, a feat he would repeat another 64 times. After the green light, Ayrton didn't give anyone a chance, he led from start to finish, widening the gap from the very beginning and also completing the quickest lap. By lap 10 he was 13 seconds ahead of his teammate Elio de Angeles and by 20 laps he was 30 seconds ahead and in the end he almost lapped the second-place finisher, Michele Alboreto in his Ferrari who crossed the finish line exactly one minute and two seconds after Senna – an eternity, when it comes to F-1 racing. Third -place finisher, Renault's Patrick Tambay, was lapped. And the rest of the field, starting with fifth-place finisher, Briton Nigel Mansell, with Williams, ended the race at least two



A very famous photo of Peter Warr greeting a victorious Senna at the end of a waterlogged 1985 Portuguese Grand Prix

laps behind the Brazilian driver. This race was to be his first of 41 wins in Formula 1.
In an after race interview Ayrton recalled "I lost count of how many times I almost crashed. The track conditions were really dangerous. Today is a very happy day for me. I was lucky enough to keep the car going straight". In appalling conditions that made 13 of the 26 drivers spin in spectacular fashion, Ayton's amazing performance led British magazine Motoring News to write: "Senna glided, navigating like an experienced helmsman over a track full of traps, while veteran drivers aquaplaned and shipwrecked." After 1984's spectacle in Monaco, the Portuguese Grand Prix firmly established the mastery of Ayrton Senna in the rain.
But it was his ability behind the wheel no matter what the conditions that singled him out. Later that year at the European GP which was held at Brands Hatch, John Watson had come out of retirement to drive for McLaren as Niki Lauda was ill. John recalls during practice, coming into Dingle Dell. "I saw this car coming up very quickly behind me, Ayrton came through on the inside…I witnessed visibly and audibly something I have never seen anyone do before in a racing car….He was breaking, changing down, steering, pumping the throttle and the car appeared to be on that knife edge of being in control and being out of control. It lasted maybe two seconds. Once he had checked the speed of the car and he'd had the right gear, what he was trying to do was to maintain boost pressure. On a turbo, you lift off and the power goes away very fast. He got to a point on the track where he wanted to make his commitment to the corner. The car pitched in with an arrogance that made my eyes open wider. Then, hard on the throttle and the thing was driving through the corner. I mean it was a master controlling a machine. I had never seen a turbo car driven like that. The ability of the brain to separate each component and put them back together with that rhythm and co-ordination, for me it was a remarkable experience, it was a privilege to see". When he got back to the pits, Watson immediately went to see Peter Warr and Gerard Ducarouge in the Lotus pits "I've just seen something…" and they said "Yes, we know!"
With Senna's victory at Portugal The Lotus team had now returned to the top of the podium and would be there over the course of the next three years (1985 to 1987).



Wobbly Web Wonders



Warm welcome to our new segment where we Lotus enthusiasts can share wonderful or weird web pages disseminating Lotus related information or misinformation.

When you find something Lotus worth sharing, simply email the weblink address and any comment to t.devitt@bigpond.com with subject heading WWWonders.

Enjoy browsing the following Wobbly Web Wonders:

www.primotipo.com

"Motor racing memories, observations and opinions on the sport's past present and future..."

A superb, illustrated blog by Australian motor racing tragic and Lotus fan Mark Bisset.

Mark posts a constant stream of well informed and thoroughly researched original articles. You'll find a Lotus aspect in most.

Try the new epics on 'Moffat's Lotus Cortina, Shelby, Kar Kraft and Trans-Am phases' (6 March 2020) and '1966 Australian Grand Prix' (22 Feb 2020).

Compare driving Elite and Elise in 'Kissin' Cousins and Sibling Similarities' (3 Aug 2019).

Or start from the beginning with 'Mad Ronald: Ronnie Peterson, Privateer Entrants and the March 701..." (15 May 2014).

Lots of Lotus. Not wobbly.

www.bringatrailer.com

Brilliant classic and specialist car auction site.

THE web model for online car sales.

Great way to research and learn about individual Lotus road and racecars, with searchable archives, informed reader comments and intimately detailed photos
Bruce Simpson

Its time to start thinking about Lotus 2021



The NSW club is the organiser for Lotus 2021 our much-anticipated biennial event. For the first time, the organising committee decided to break away from the traditional format (Concourse, Track day or Day tour and Fare-well 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 Friday 19th February, spend a couple of days around Hobart, then a couple of days on the west coast, then to Launceston for a couple of days then back to Devonport to board the fer-ry on the evening of Friday 26th February, ar-riving 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!!

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

Simply Sports Cars hosts a Peking to Paris night where contestant in the 2019 rally, Ashton Roskill, presented the highs and lows of the adventure

Photos by Peter Walker

On Wednesday the 11th of March, 2020, we caught up at Simply Sports Cars for a bite to eat and a few tales from the 2019 Peking to Paris Rally presented by Ashton Roskill. Peter Walker has kindly reached out with a few photos from the evening, which you can enjoy below.

We were very pleased to see a great turnout for the event, and enjoyed the relaxed mid-week evening together. We'd like to do more social events going forward, so if this is something you'd be interested in, or if you have any ideas of events which you'd enjoy

Huge thanks to Emma, Lee, PJ, Richard and the Simply Sports Cars team for their warm hospitality. Thanks as well to Ashton for putting the event together, bringing Gidget along and sharing his experience of the Peking to Paris. And of course to everyone who came along and made the evening a great success!






SIMPLY SPORTS CARS
FOR THE DRIVE
LOTUS
FOR THE DRIVE
DDY 08R







Canberra Lotus trip to Crookwell

By David Leaney

On a lovely sunny autumn Sunday in mid-March, some of the Canberra CLA team decided to venture a bit further afield with a drive to the nearby NSW country town of Crookwell (about 90 minutes north of Canberra). There's a drive option via the smaller country roads through Gundaroo, Gunning, and Grabben Gullen (I'd never even heard of the last place). It turns out that the roads are ideal for Lotus driving, with lots of twists and turns, and plenty of fun corners. Even with the occasional navigation challenge where the GPS got as confused as we did, we managed to find our way there avoiding major roads as much as possible. The reward was a very yummy pub-style lunch in the old converted movie theatre, which made a great pizza. As we suspected it would be our last group activity before further restrictions came in, a corona beer seemed appropriate .





The locals certainly stopped and had a good look at the cars, with plenty of photos. We provided a good selection of Lotii for them, with Elise's, Exige's, and Evoras of various varities and colours. Thanks go to Trevor James for organising the whole event, and for everyone who turned up to chat (from a reasonably safe distance) and enjoy a great drive and lunch.



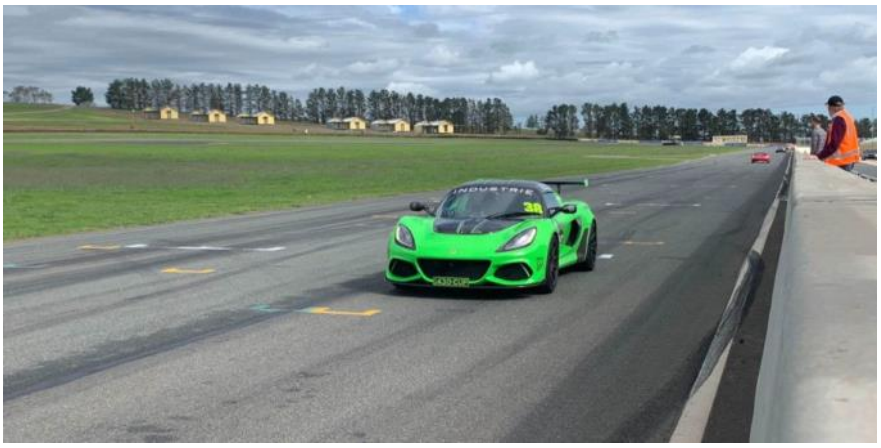


Hopefully our next event will be in spring (assuming restrictions are lifted by then), and we can enjoy some of the great roads in and around Canberra. In the meantime, stay safe and well, David.

Club Lotus Australia hosted the first round of the Combined Sports Car Association on a wet day at Wakefield Park in mid March

Images thanks to Peter Klumper, Chris Pearse and Melanie Valdes

We woke on the morning of Saturday the 14th of March to cold and rain. It was a good day, because it was finally time to get the cars back out on the track. 2020's motorsport season kicked off over the weekend with round one of the CSCA series hosted by Club Lotus Australia at Wakefield Park.
75 starters, including 25 from Club Lotus Australia, braved the elements, skipped the grand prix (which was then cancelled) and journeyed out one more time as COVID-19 slowly puts us on lockdown.



The day began in the cafeteria, where we took shelter from the downpour to hold the driver's briefing. Terrible weather kept up through most of the day, giving us next to zero grip to work with in the morning sessions.
Thankfully, lunchtime provided a break, with patches of blue sky appearing and a few dry lines developing. The sun appeared for the last few sessions, which everyone enjoyed – some a little too much!

We were proud to host three generations of Klumpers at the event, with Ross volunteering and Peter and Lachlan Klumper running on Saturday. The Klumper family has a long history and pedigree in motorsport. Peter still remembers his first CSCA event in 1995. It was Lachlan's first time in a car at Wakefield Park Raceway. However, having driven go-karts since he was 11 years old, he is already a tidy steerer. Such a joy to see them celebrate a memorable day together.



Chris Pearse is a new Club Lotus Australia member who joined us for his first time on track and first time at Wakefield Park Raceway. He did an amazing job battling the pouring rain in the first few sessions and really got into a great rhythm as the track dried out through the day. A fun day with his wife Sonia and daughter, who were there to watch his first track day.
The overall top ten fastest times included 8 Lotii and CLA members. Martin Duursma went fastest, clocking a 1:06.57. He was closely followed by Jonathon Bristow (Exige) 1:06.67, Brett Stevens (Exige) 1:07.34, Richard Woodhams 1:08.03 (Elise) and John Deller 1:09.47 (Commodore).

Congratulations to the CSCA Round 1 CLA Class Winners :

Class CD1 Len Goodwin (Elan 26R) – 1:11.53
Class M1 Ashton Roskill (Elise) – 1:10.89

Class M2 Colin Rudd (Elise) – 1:10.04
Class M3 Martin Duursma (430 Cup) – 1:06.57
Class P2 Richard Woodhams (Elise) – 1:08.03
Class P3 Brett Stevens (Exige) – 1:07.90
Class R1 Syd Reinhardt (Elise) – 1:10.08

Despite the rain there were no major incidents and only two recoveries out of 70 starters. This included one CLA member who ran out of petrol and blew a fuse after having too much fun on a 20 minute extended session at the end of the day. Special shout out to the CLA folks who helped push the little car onto the trailer – you know who you are!



It is impossible for an event to happen without volunteers. Special thanks to all the CLA volunteers on the day, and to Tom Devitt, our chief steward, Anne Blackwood – supporting race control, Mike Basquil, our chief scrutineer (CLA Motorsport Advisor), and David Mackie our event secretary.



Special mention to Mike B, John Culvenor and Steve Madden as stand-out volunteers who battled the worst downpour earlier in the day working as grid marshalls and start/finish flaggies.





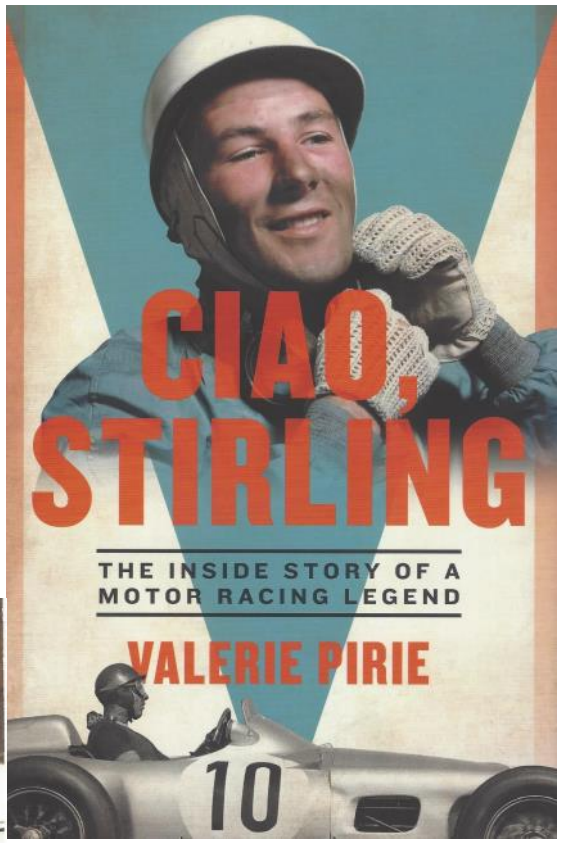



HSRCA 2020
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Sydney Classic
June 6 - 7
Sydney Motorsport Park
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November 28 - 29
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Book Review
Ciao, Stirling

By Valerie Pirie

Valerie has written a beautiful little book about her life working for Stirling Moss. In 1958 as a young girl, fresh down from Scotland she landed into the wild life of the London metropolis. Whilst she and Stirling were the best of friends for the over half a century they worked together, their strong but different personalities saw them clash often, with her resigning and Moss firing her on many occasions. These happily, were never were final but always ended with a quick reconciliation. She started to work for him she was, as she describes "a complete innocent" . Through the height of his success to the terrible days after his accident she remains a faithful employee, and luckily for us kept excellent notes of all of these times.





After his accident at Spa in 1960 a group of friends would meet at a local in Belgravia. Pictured outside his house before they left one Sunday Stirling and Valerie in the foreground with friends.. The bike was for Stirling to exercise his legs, that were broken in the accident.

She recalls how one evening a group of them went to see Spike Milligan, whilst ostensibly it was a play, Spike ad-libbed a lot. In one scene, he is fixing a bicycle on stage and he turns to Stirling in the audience and says "What are the correct tyre pressures please Steiling?" Moss was frightfully embarrassed and wished the seat would swallow him but the audience loved it.

On another occasion, Stirling tried to hook up Valerie with a young Scottish bloke named Jim Clark. Whilst they didn't hit it off romantically, they became great friends and would often meet for a drink at the Kings Head a pub on Berwick High Street which Jim referred to as The Queens Legs! As a sign of the times she recounts how, one morning when passing near his

house, she popped into see Clark. The housekeeper was somewhat taken back "Muster Clark's no' up" When she insisted of her waking him, he eventually appeared down the stairs a little the worse for wear having gone to a wedding in Newcastle the precious evening. They chatted for a while and Valerie left. Later that day she was relating this to an ancient aunt, when she asked what time this was to which Valerie replied "just after 10", the aunt sat ramrod straight and said "Calling is between three and four in the afternoons!!"



Stirling helped Valerie get her racing licence. Here she is pictured at Brands Hatch n1964 wearing his signature helmet (Without his permission of course)

Another very interesting anecdote relates to the vigil that she and the family kept by his bed after his almost fatal accident in April 1962.Valerie was by his bedside relating to the all but dead Moss about the trouble she was having with a sub-contractor fitting out Stirling's new home in Shepherd Street. To quote Valerie, "And what's more, that Mr. Leon he is a right little toad. He's a shit a complete and utter bastard". By this time she had got herself completely worked up and pretty much yelling when she heard a sound. "He was lying on his right side, and I just caught the words as he mumbled : 'Barstr…Big Barstaaar…d'. This was my first signs of hope for him. Of course, his first words were officially attributed to his mother Aileen when she visited a week later and he is reported to have said 'Mum". This certainly made better reading in the press than Bastard!"

This is a great book filled with insights that you would never know if only reading the motoring histories of the man and a must-have if you are a fan of his remarkable career. It has been endorsed by Sir Frank Williams, Emerson Fittipaldi and Paddy Hopkirk amongst others.

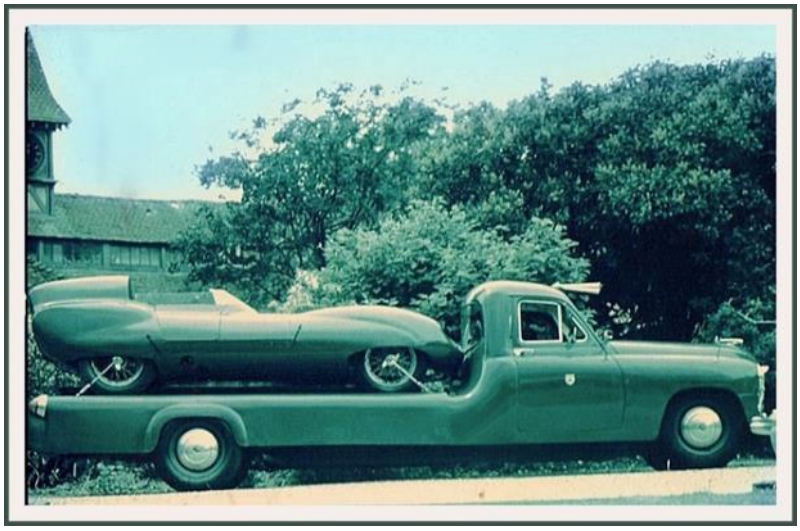
Two cornerstones of the early years of Lotus motor racing, Mike Anthony and Bob Hicks passed away Last Month

Mike Anthony was a Team Lotus stalwart, from the very beginning. By happy coincidence, the BRDC British Empire Trophy at Oulton Park in April 1954 had Mike racing his Lotus Mk VI, Colin Chapman in the new MkVIII and Peter Gammon in another MkVI. Together they decided to call themselves Team Lotus, and so the famous name was born.

Mike's important role in the early Lotus years can be highlighted by him persuading Colin Chapman to build a Mk VIII stretched to accommodate the two-litre Bristol engine and this became the Mk X.

For 1956 he acquired a Lotus Eleven, but fitted with his engine of choice, his tried and tested Bristol motor.

Additionally, the ever-ingenious Mike built his own Standard Vanguard-based version of the famous Mercedes-Benz high speed single-car transporter which served him well at speeds of up to 100 mph on his British and European ventures.



Mike's Standard Vanguard based high speed transporter for his Eleven

Mike went on to become a stalwart of the BRDC, of which he was member number seven, until he was generous enough to swap his membership number with Sir Stirling Moss (racing number seven).

Sydneysider Bruce Polain remembers meeting Mike in 1954. They got on well and as a result, Bruce and his mate were invited to help with the Lotus 6. They changed the clutch with him (it was an XPAG engine, not Riley. Chapman converted many Morris 10 engines to 1500cc by fitting Laystall sleeves) and then went along to Brands Hatch. "Chapman took no notice of us," Bruce says, "until Mike finished the race. Then he came up beaming, 'That's the first race he's ever finished,' and invited us to dinner."

Pie and peas at a roadside diner, which was a bus up on blocks. Oh, and they ate standing up.

At Silverstone for the GP meeting the three Lotuses swept the board and beat Porsche for the championship. Again, Chapman was delighted.

Mike continued racing the Eleven with moderate success and in 1958 acquires an AC Ace-Bristol in which he won the 2 lite Spa GT race. Coincidentally, in 5th place in the race was Jim Clark driving Ian Scot-Watsons





Above, Mike in his Lotus XI an to the right, in later days sitting in his beloved Lotus X

Porsche 356. That year he also co-drove in the Reims 12 hour race with American Herb Jones. Mike recalls of his co driver, "He didn't like the fog, he didn't like the dark, he didn't like anything so I drove 11 out of the 12 hours". They finished 13th overall.
Mike died on the 17th of March aged 91 after a period of declining health.

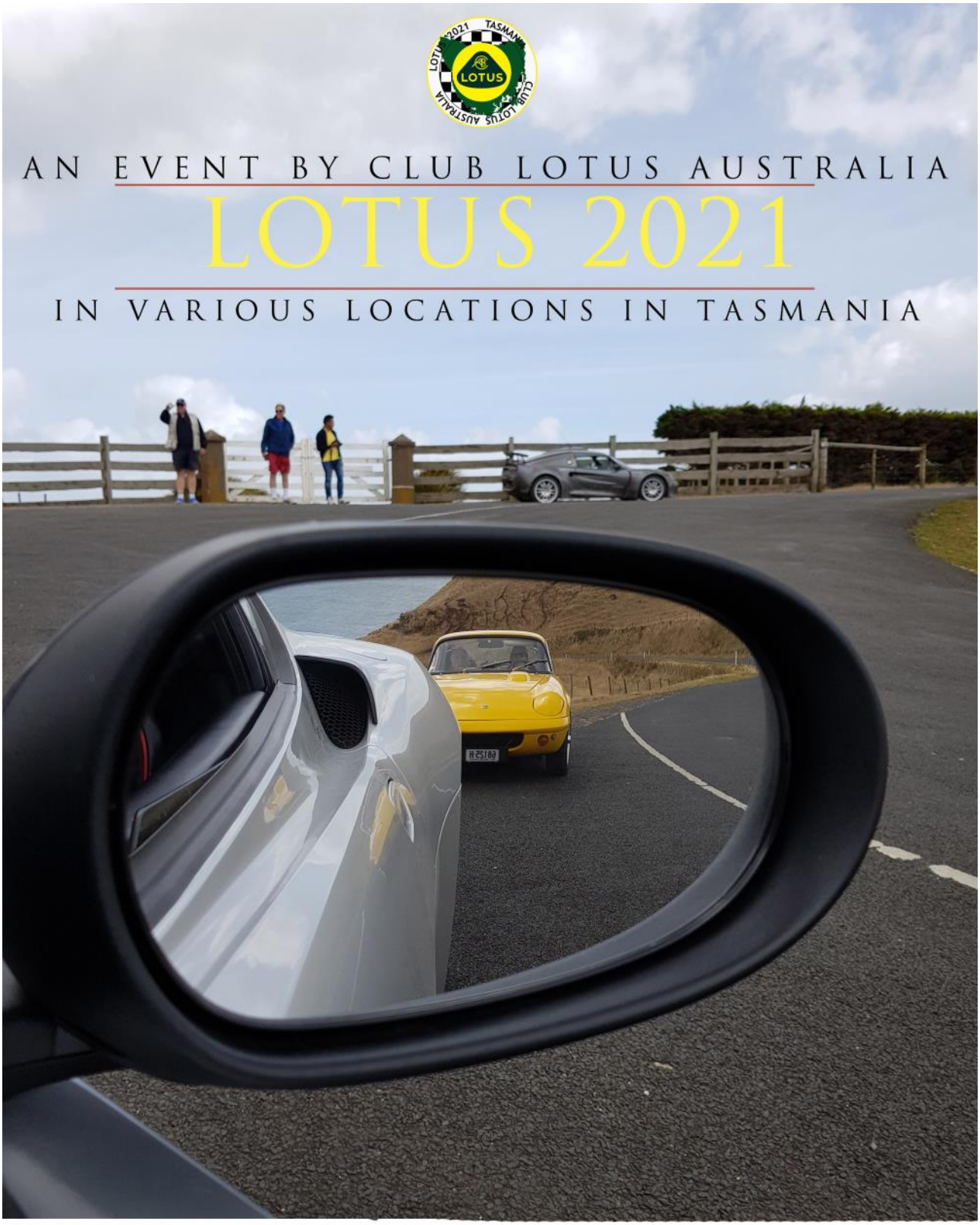
Bob Hicks was another driver who was there at the start of Lotus and coincidentally a great friend of Mike Anthony. He acquires an early Mk VI in kit form and was immediately successful at Brand Hatch. In 1956 he took delivery of a Lotus Eleven and together with David Piper they raced in France, West Germany and Italy. It was in Italy, at a 21KM hill climb close to Mt Etna that Bob overturned his car and whilst he received only minor injuries, the Lotus was a mess. Bob continues racing Elevens and he shared Bill Frost's Eleven for the Le Mans 24Hour race. The race started in brilliant sunshine and Bob was leading the 1100cc class for the first 2 hours. Then torrential rain turned the circuit deadly. Bob spun at the Mulsanne kink and was out of the car checking everything was OK before re-joining when the car was totalled by an out of control Alfa Romeo and suddenly their race was over.
For the 1959 season, a second Eleven was raced and at Roskilde in Holland he came in second closely followed by his mate Mike Anthony. For the following season, Bob decided to move into single seaters and being loyal to Lotus, struggled with a Lotus 12 as did Cliff Allison, Graham Hill and Alan Stacey. For the 1960 season he acquires a Lotus 16 racing for the Team Thercel with Richard Utley. But it was already too late, Cooper and Porsche had produced winning cars and Lotus had retaliated with the legendary 18.



Bob Hicks in his Caravelle

Bob and Richard now decided to attempt to build their own car and named it the Caravelle. It was a rear engined Formula Junior car powered by a Ford 105E motor. At the Oulton Park Gold Cup meeting, Bob finished 6th behind five Lotus 18's led by Jim Clark.
They continued to produce and race Caravelles with moderate success.
Bob retired from motor racing when his youngest brother was killed in practice at Goodwood when one of the wobble web wheels of his Lotus Eleven broke up. In later life Bob was afflicted with dementia and was admitted to a home some weeks before he died.

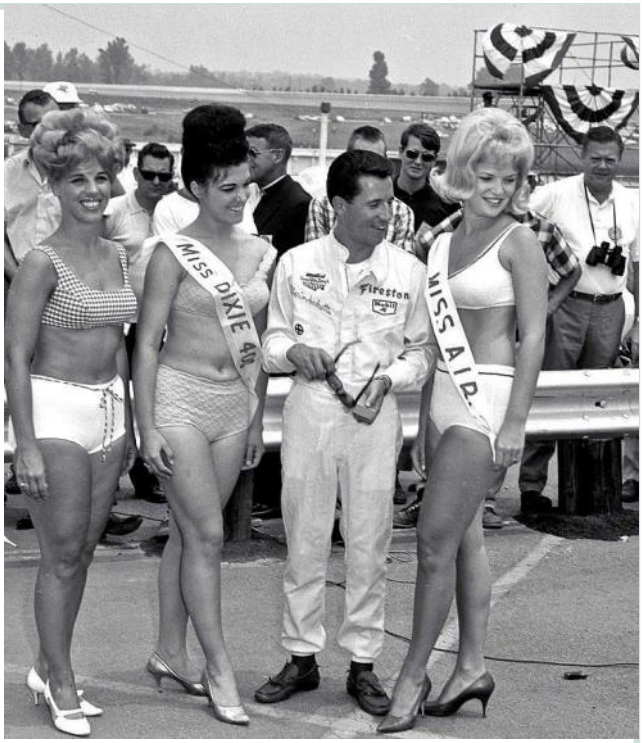
Tom


AN EVENT BY CLUB LOTUS AUSTRALIA
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Answer to last months "Now who Said That?"



This month, and I admit it was a bit difficult and perhaps I should have given readers a bit more of a clue, but from behind the field, our previous champion Anne Blackwood came up with the correct answer of Mario Andretti.



A very young Mario Andretti at some event in USA, probably looking where he was not supposed to

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

"Sid, there are certain things over which we have no control. I cannot quit, I have to go on."

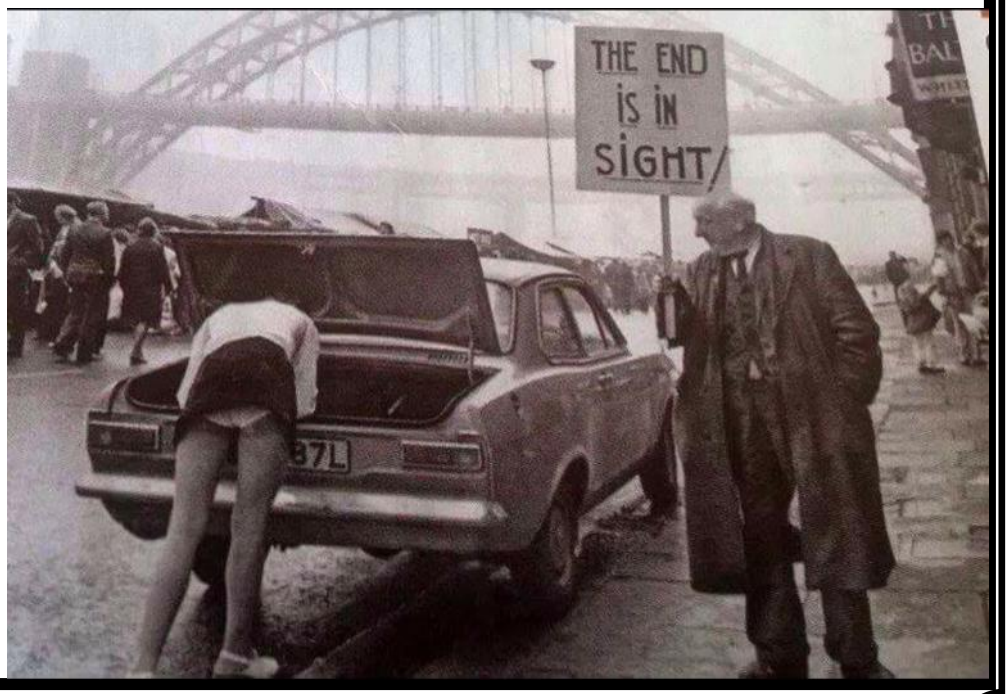
Winner announced May 2020 newsletter

And remember, the quoted person is mentioned somewhere in this newsletter and to make it even easier, this quote also appeared in a previous CC article!

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
Apr-20				
	Sunday, 19 April 2020	Monthly get together, tyre kick & coffee	9.00 am	Cancelled
	Sunday, 19 April 2020	CSCA Round 2 SCCA	8.00 am	Cancelled
May-20				
	Sunday, 17 May 2020	Monthly get together, tyre kick & coffee	9.00 am	Cancelled
Jun-20				
	Saturday, 6 June 2020	HSRCA Sydney Classic	8.00am	SMP
	Sunday, 7 June 2020	HSRCA Sydney Classic	8.00am	SMP
	Sunday, 14 June 2020	CSCA Round 3 MGCCS	8.00am	SMP North (PENDING)
	Sunday, 21 June 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
Jul-20				
	Sunday, 19 July 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
Aug-20	Saturday, 15 August 2020	SCSCA Round 4 MOCA	8.00am	SPM Gardner
	Sunday, 16 August 2020	Shannons All British	9.00am	SMSP
	Sunday, 16 August 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	Saturday, 29 August 2020	HSRCA Spring Festival	9.00am	Wakefirld Park
	Sunday, 30 August 2020	HSRCA Spring Festival	9.00am	Wakefirld Park
Sep-20				
	Saturday, 12 September 2020	CSCA Round 5 TSOA	8.00am	Wakefild
	Sunday, 13 September 2020	All British Day	8.00am	The Kings School Parrmatta
	Sunday, 20 September 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
Oct-20				
	Sunday, 18 October 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	Sunday, 18 October 2020	CSCA Round 6 JDCA	8.00am	SMP North
Nov-20				
	Sunday, 15 November 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	Saturday, 28 November 2020	HSRCA Summer Festival	8.00am	SMP
	Sunday, 29 November 2020	HSRCA Summer Festival	8.00am	SMP
Dec-20	TBA	Christmas party		

PARTING SHOT. I AM NOT ONE TO PUBLISH CUTESY PHOTOS BUT IN THESE TROUBLED TIMES I THOUGHT THIS MIGHT GIVE YOU A BIT OF CHUCKLE



CLA SA 2020 Diary

Month	Day Date	Event	Location
April	Sunday, 5 April 2020	Monthly Lotus Meetup	Cancelled
	Saturday, 18 April 2020	SCCSA Come N Try Hillclimb	Cancelled
	Sunday, 19 April 2020	SCCSA Multiclub	Cancelled
	Friday, 24 April 2020	Open Track Day	Cancelled
	TBA Apr	Tynte Street Car Display	Cancelled
May	Sunday, 3 May 2020	Monthly Lotus Meetup	
	Sunday, 3 May 2020	MSCA 6 Hour Regularity Relay	
	Sunday, 3 May 2020	SCCSA	Collingrove Hillcimb Wintercup
	Thursday, 28 May 2020	Open Track Day	The Bend
	Sunday, 31 May 2020	SCCSA Multiclub	Collingrove Hillclimb
June	Sunday, 7 June 2020	Monthly Lotus Meetup	
	Sunday, 7 June 2020	SA v Vic MSCA Challenge	The bend
July	Monday, 8 June 2020	Lotus Interstate Challenge	The Bend (Open Track Day)
	Friday, 26 June 2020	Open Track Day	The Bend
	Sunday, 28 June 2020	SCCSA	Collingrove Hillcimb Wintercup
	Sunday, 5 July 2020	Monthly Lotus Meetup	
	Monday, 13 July 2020	LOTD	Wakefield Park
	Sunday, 19 July 2020	SCCSA Multiclub	Collingrove Hillclimb
	Sunday, 26 July 2020	MSCA Supersprint	Malalla
August	Sunday, 2 August 2020	Monthly Lotus Meetup	
	Sunday, 9 August 2020	SCCSA	Collingrove Hillclimb
	Saturday, 22 August 2020	SCCSA Come N Try Hillclimb –	Collingrove
	Sunday, 23 August 2020	SCCSA Multiclub	Collingrove Hillcimb
	Sunday, 30 August 2020	MSCA Supersprint –	Malalla
September	Sunday, 6 September 2020	Monthly Lotus Meetup	
October	Sunday, 4 October 2020	Monthly Lotus Meetup	
	Sunday, 4 October 2020	MSCA Supersprint –	The Bend
November	Sunday, 1 November 2020	Monthly Lotus Meetup	
	Sunday, 15 November 2020	MSCA Supersprint –	Malalla
December	TBA Dec	Christmas Meetup and Lunch	

CLA WA 2020 Diary

Month	Day Date	Event	Location
April	Monday, 6 April 2020	Meet n Eat	cancelled
	Saturday, 18 April 2020	SES	cancelled
	Sunday, 19 April 2020	EMR (Paul & Spilly)	cancelled
May	Monday, 11 May 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 17 May 2020	Gingin British Car Display	Gingin
	Friday, 22 May 2020	Targa South West	
	Saturday, 23 May 2020	Targa South West	
	Sunday, 24 May 2020	Targa South West	
	Sunday, 24 May 2020	EMR (Wayne)	Guilford Rwy. Stn. Car Park
	Saturday, 30 May 2020	SES	Windfarm Hill Xlimb
June	Monday, 1 June 2020	SES SRT Sprint	SRT Spriny
	Monday, 8 June 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 21 June 2020	EMR	Guilford Rwy. Stn. Car Park
	Saturday, 27 June 2020	SES Point to Point	Targa Bunbry Sprints
	Sunday, 28 June 2020	Targa Bunbry Sprints	
July	Saturday, 4 July 2020	SES Collie	Collie
	Sunday, 5 July 2020	SES Collie	Collie
	Monday, 13 July 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 26 July 2020	EMR (Mike and Ellie)	Guilford Rwy. Stn. Car Park
August	Thursday, 6 August 2020	Targa West	
	Friday, 7 August 2020	Targa West	
	Saturday, 8 August 2020	Targa West	
	Sunday, 9 August 2020	Targa City Super Sprint	
	Monday, 10 August 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 23 August 2020	EMR (John and Robyn)	Guilford Rwy. Stn. Car Park
September	Monday, 7 September 2020	Meet n Eat	Point Bleches Sth Perth
	Saturday, 19 September 2020	Super EMR (Steve and Ali)	TBA
	Sunday, 20 September 2020	Super EMR (Steve and Ali)	TBA
October	Monday, 12 October 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 25 October 2020	EMR (Janet and Pete)	Guilford Rwy. Stn. Car Park
	Saturday, 31 October 2020	Targa Rally sprint & Motokhana	
November	Saturday, 7 November 2020	SES Collie Hill Climb	Collie
	Sunday, 8 November 2020	Collie Sprint	Collie
	Monday, 9 November 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 22 November 2020	EMR (Paul and Spilly)	Guilford Rwy. Stn. Car Park
December	Wednesday, 7 October 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, 13 December 2020	Chrisrmas EMR	
	Saturday, 19 December 2020	SES Barbs Twilight Sprint	

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

$90,000 Call Mike Basquil 0438 435 001 / mbasquil@optusnet.com.au





For Sale

2016 Exige Sport 350 for sale



One year with my Exige Sport 350 and it's been a blast! I set myself some pretty lofty goals and the little yellow rocket helped me smash them all. The charge-cooled TVS1900 has performed flawlessly (no stalling) and the trackside support from Simply Sports Cars has been astonishing.

The car heads into 2020 in a very sweet state of tune (1:42 at SMP on 200tw street tyres anyone?) however I feel that further modifications would compromise the daily drivability. After much painful deliberation, I've decided the car needs to find a new home while I go hack away at something cheaper.

3-year service has been completed at SSC who also took care of all the big upgrades below. For anyone looking to get into a big power V6 with suspension and aero upgrades to match, this car represents awesome value at an asking price of $128,800. Low mileage of approx. 17,600km.

The car is listed on Aussie Elise's as well as Carsales. If you'd like to get in touch with Jonathan, email Seth at seth@clublotus.com.au

Charge-cooled TVS1900 supercharger upgrade
Nitron 3-way 46mm race suspension, with SSC-modified steering arms for up to ~3 degrees negative front camber (OEM suspension included)
Forged OEM wheels (6.7kg front, 9.07kg rear) with Yokohama AD08R tyres (215/40R17 + 285/30R18)
Half-worn Bridgestone RE71R tyres in the same sizes
Carbon fibre hardtop (5.9kg)
Carbon fibre Exige Cup 380 rear wing (adjustable)
60L baffled fuel tank
SSC harness bar with 2x Schroth 4-point ASM harnesses (exp 2022)
Antigravity ATX30 lithium battery (2.6kg; OEM 17kg lead acid battery included)
Exige 380 front canards
Alias23 track splitter (not pictured), splitter reinforcement plates, extended side sills
Clubsprint time attack splitter (made by yours truly)
Steering wheel retrimmed in genuine cow suede (by Leather FX)
Ferodo DS3000 front brake pad upgrade (DS2500 at the rear)
Magical Racing carbon fibre mirrors (not pictured; OEM mirrors included)
Solargard Ceramic Vortex 35 window tint
Reverse camera / mirror kit
Street Guardian SGGCX2 dashcam
InoKinetic dbwpedals
CAMS-compliant fire extinguisher and tow hooks



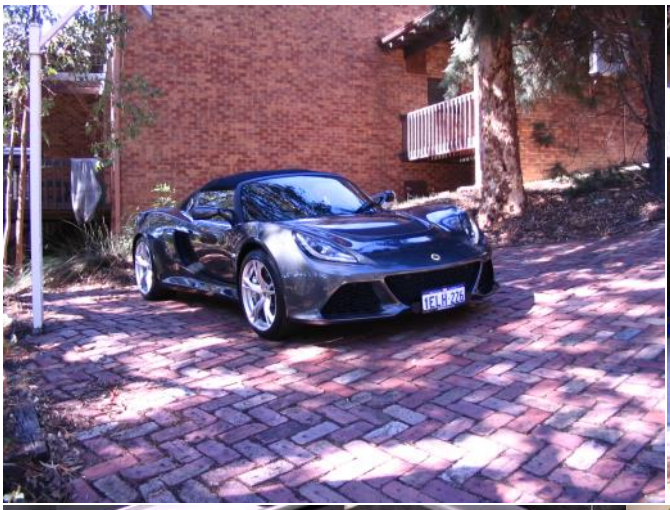


For Sale

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 : 2013 TOYOTA 86 GT



One owner. Only 35,000 km. Full dealer service history and stamped books. Extra 'between service' oil changes carried out. Never been repaired as it has never been damaged.
Although this car has competed in hill climbs and super-sprints, it has been driven very respectfully and with a great deal of vehicle sympathy. You can be instantly competitive with this car.
The purchase will include 3 additional sets of wheels.
1 set factory GT 16 x 6.5 bare. 1 set factory GTS 17 x 7.0 with Hankook TD221 Soft compound semi slicks 1 set factory GTS 17 x 7.0 with Hankook D221 Medium compound semi slicks 1 Subaru space saver spare in the boot. Numerous standard brake rotors, pads and brake lines.
The Type 1-2 allowable modifications include:
DBA slotted rotors front and rear.DS2500 competition pads front and rear. High temp brake fluid. Braided brake lines. Exhaust headers with overpipe from Neal Bates. The rear of the exhaust system is left standard to keep the car civilized and very driveable on longer trips. TRW oil sump baffle.
Master cylinder firewall bracing bracket. Front strut tower brace. Whiteline front camber adjuster kit. Whiteline rear gearbox mount flex eliminator. K&N Hi Flow performance air filter. Whiteline rear stabilizer bar kit. (brand new, not fitted) Trackart seat belt harness bar kit (brand new, not fitted, cost $500)
This car is the current SDMA Canberra Hillclimb record holder for both
1 lap and 2 lap events in Type 1-2 1600-2000cc. One lap: 47.26 3rd May 2015 Two lap: 83.28 7th Dec 2014 Outright FTD out of 30 cars during a 2 lap event on the 5th June 2016
In it's current state this car has also lapped: Wakefield Park in 1:10.3. (best lap timer 'virtual lap' 1:09.7) Winton (Aus. S/Sprint Champs) 1:40.6 SMP Brabham circuit in 2:16.5 SMP Gardner GP circuit in 1:51.9 SMP Druitt South circuit in 1:03.9
(which was quicker than Rick Bates, Harry Bates and several other Hot Shoe drivers in fully race spec'd Toyota 86 Racing Series cars at an official SMP South Circuit test day)
This car has competed in numerous CSCA Supersprints and won it's class, 2AM, on all but one occasion. Often by margins of 3 to 4 secs or more. In fact it has won it's class and/or been under the existing track record on almost every outing at a variety of Hillclimb tracks.
This car is very easy to drive, fast or slow. It easily doubles as a daily commuter as well as a competitive and fun weekend vehicle. It runs like a Toyota and has never ever failed to proceed. Its cheap to run and requires minimal maintenance.



Unlike many of its competitors, this car requires no trailering to events as it will comfortably carry: 4 track wheels/tyres, the spare wheel, a floor jack, tools, air pump, race gear, spare fuel, and of course, your trophies on the way home. All in one compact package.
Price $21,900 neg.
For further information please contact: John Ribeiro 0408699386 (I am reluctantly selling my beloved 86 to allow me to refurbish and be able to compete in my other 'love' my 1978 PRB Clubman.)

For Sale

S1 and S2 Elise Wheels



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



For Sale

OEM FORGED ELISE WHEELS AND TYRES

Genuine Lotus OEM, Forged, Elise wheels, fitted with Yokohama Advan *Neova* tyres, fitted by Lotus.

Tyres: Rear 225/45 R17 Front 175/55R16

Wheels: Rear 17" X 8" Front 16" X 6"

Tyres and wheels are two years old and have only travelled approx. 100 kilometres.

The rims are matt black and are as new and unmarked.

The tyres retail for around $1,200 per set and the wheels approx. 1,500 pounds sterling per set = $2,900.

Only asking $2,500 ONO for the lot.

Mike Neilson

0404 867 241

mike@frontrunnermortgage.com.au



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.

1961 Lotus 20 For Sale 20-J-960.



The second of the Geoghegan 20's and kept by them for 19 months to August 63. Raced as a Junior for 12 meetings and a 1.5 for 9 meetings with both Pete and Leo driving it - 9th outright AGP Warwick Farm 1963. Next owner was Terry Rogers. Impeccable documented history through the years currently at 275 pages. C of D as a Formula Junior with 1100cc, Hewland Mk4 5 speed, discs on the front, representing 1962 specifications. In very nice condition.

Enquiries to Ed Holly 0413270844 $127,500

For Sale

1968 Lotus Europa S2



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

For Sale

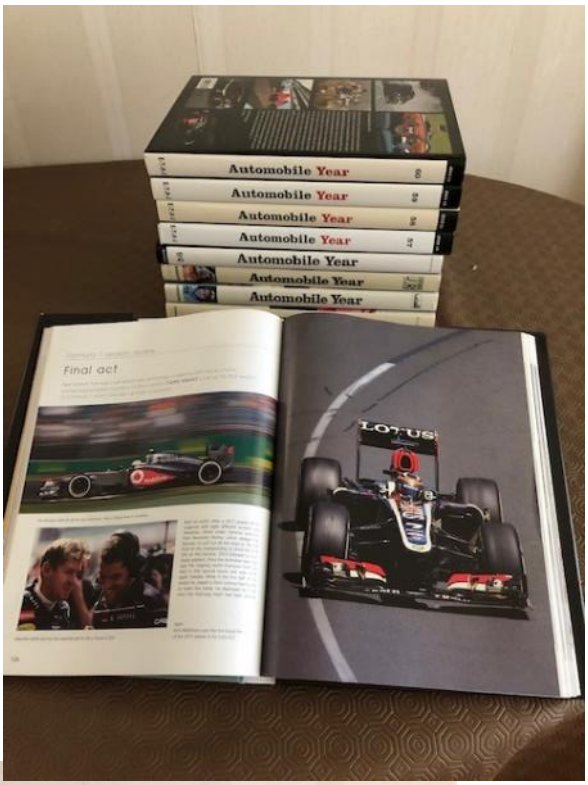
A complete set of Automobile year (All in English)

A Complete of the Annual Automobile Year.
Volumes 1 to 61. All books in good condition & most importantly, all in English.
From Volume 62, publications have only been in French.

AU$ 500.00

Contact Keith Edwards who is acting as a contact for a friend who is selling them

pridgen@bigpond.com





For Sale

"For sale, individually or in bundles, large collection of Lotus and related literature.

Time I thinned out this library that has accrued over the years. Rather than pricing things individually, the basic rule of thumb can be half original price, however as always, bundle and save, would rather this stuff got into bookshelves that might need it more than mine.
Some real gems and some less sought after volumes. Also a large stash of lotus related magazines, I used to have boxes and boxes of magazines but I did a big cull in early '90s, keeping only those that had some form of Lotus content.
I'm five dock (Sydney) based so you are welcome to come and browse or collect from here, we will observe appropriate social distancing rules. Or I can post to you anywhere in Oz (at cost), and will wipe them down with a disinfectant wipe before dispatch, wearing gloves.
10% of proceeds to Beyond Blue". Contact Robert direct by ph./text 0421313257



