MAY 2020



Chunky's Chatter

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



Inside this issue

- Dealing with isolation 1. Syd Reinhard takes on his adventure into E Racing.
- Dealing with isolation 2. Andrew Stevens points out a few Lotus and viewing sidelines.
- A great month for Lotus anniversaries.
- The popular return of Alastair Browne and his venture to Phillip Island.

Club Lotus Australia
May 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.

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COVER PHOTO ***A rather unique photo of a Lotus Elise MK1 190 Sport owned by Frank Tekaat. Frank hails from Germany, near the border with the Netherlands, hence the Ski Lift in the background.***

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be no meeting and Tyre Kick & Coffee has been cancelled dur to the Virus.
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Presidents Prattle
With Ashton Roskill



Hello fellow isolationists,



As we plough on into month three of the isolation process, there is all sorts of chatter about how and when the degree of separation might change.

And I for one am no clearer as to what the next few weeks and months might include, but in the meantime, it has been an interesting exercise in social observation; many of our neighbours have become much better known to us, the dog has never been so well known in the area, there has been a marked increase in the development of productive gardens, standing desks have become more popular, inventive exercise routines have become more commonplace, and (ahem) alcohol consumption might have gone up. Or is that just our household?

What is in no doubt is that some things have changed forever, and some things will spring back largely to where they were. It's just a case of which is which.

So will Syd, Martin and all the others continue their newly found hobby of SIM racing once the tracks are open again? Will I finish rebuilding the Land Rover? And will it ever get used?! What will happen to all those chickens that people have bought for their backyard farms? And will the seeds that were sown out of season ever emerge?

Never mind, we are continuing to plan for the Tour of Tasmania in February, assuming that things will start to return to normal in the next few months, and that by February Tasmania will need all the dollars we can take them. So, although we have not yet started to either pay for or ask for payment for the event, if you are interested in joining us, make sure you register your interest by emailing Anne at anne_blackwood@hotmail.com o r contact us via the website Lotus2021.com.au

And we are all very much looking forward to seeing you once we get out the other side of this somewhat tiring and trying time.

In the meantime, please keep safe and well, keep your distance, and make sure the infirm and immuno-compromised are well looked-after, and we'll all come out the other side.

Pip pip

Ashton

From the Editor Tom Devitt



Some very sad news a few days ago with the passing of Aline Schagen. You would remember that her husband Adrien Schagen was a founder of the club and held the membership number One. For those who were lucky enough to know Aline, her personality and warmth were unsurpassed. Tributes to Aline from Bill Mair and John Partridge follow.

This month sees some significant anniversaries for the Lotus Company and more importantly Lotus Formula 1 cars. This started on the 18th April 1960 when Innes Ireland took the new Lotus 18 to victory in the Glover Trophy. He repeated this feat by winning international Trophy a little under a month later. But the big one came, also sixty year ago this month, when a Lotus F1 car, won its first Formula One World Championship race at Monaco, unfortunately not as a member of Team Lotus. The second May anniversary, 10 years later at the same circuit, driving an aging Lotus 49, Jochen Rindt put in the drive of his life. Finally, 35 years ago at San Marino in Italy one of the most bizarre Formula 1 races in the history of the sport bought Lotus once again to the forefront.

We also heard of the passing of Stirling Moss last month at the age of 90. I was going to do a piece on his life but simply could not fit it in this month so will hold it over until June.

Another milestone this month was brought to our attention by Brian Caldersmith. Ian Scott-Watson celebrated his 90th birthday. On the 23rd April. Having operated quietly in the background, Ian is an icon of our sport and while best known as the mentor of Jim Clark, his involvement goes way beyond that.

A founder of the Scottish Motor Racing Club, he was an architect by trade, designing and building the Inglston racing circuit. He went on to manage the famous Border Reivers Motor Racing Team where he organised cars for fellow farmer Jim Clark and acted as his manager. The Jim Clark museum at Duns is a direct result of the hard work by Ian.

There is lots of stuff inside as to how to keep yourselves busy during this lockdown, but another idea is to get some Motorsport Officials Training under your belt. CLA runs at least one sporting event each year, and we are always scrabbling around for officials. Members should take this opportunity to enroll and complete some Motorsport Australia (The old CAMS) officials' courses. They are easy and can be completed at your leisure. You can do race marshall, flag marshall, scrutineering etc. all on line.

Great to see Alastair Browne return to these pages. This time Alastair tried to get his Marcos down the Phillip Island but didn't make it past the second set of Traffic lights, undeterred, he loaded everything into his faithful old Supra and took off for another adventure.

Secretary Elliott got an interesting email from a Lotus owner in Germany last month. Frank Tekaat, emailed to see if we have any CLA stickers. Frank is both a Lotus Enthusiast and lover of Australia (Hope he didn't mean Austria!!). Anyway, Keith Edwards sent him a couple for his 2 Lotuses and that's why we have a photo of Franks car on the cover of this month's issue and below.

Finally a bit of a hint-hint, if you are at a loose end, why not jot down a story for the newsletter. It could be 'the best car you have ever owned', 'The sweetest car you have driven', Your favorite trip' 'Your most hideous drive'. And it doesn't even have to be about a Lotus!

Over to you

All the best

Tom



Another shot of Franks little rocket. Apparently barely street legal in Germany!

Memories of Aline Schagen who passed away on Friday 24th April 2020

With thanks to Bill Mair CLA member and long-time friend of the family

Aline was the mother of Mark and Derek and wife of Adrian Schagen, member #1 of CLA thus making her the first lady.

Of French descent, she was elegant, cultured and had a great smile and laugh. She always wore flamboyant jewellery made by Adrian. She was an excellent cook, and if you were fortunate to attend a Schagen dinner party, you were treated to wonderful European style cooking that included fondues, raclettes and deserts accompanied by bottles of French wine.



A photo that will bring back very happy memories to many of our members Adrian and Aline Schagen.

The early years of CLA (1970s) there were few competition events and more frequent social outings. The Schagen's would participate with Aline arriving in the family red Mk 2 Jaguar, which she loved to drive, and Adrian turning up with one of the boys, Mark or Derek, in his Lotus Elite.

She was an accomplished artist in her own right and her work as A Correia (her maiden name) were widely exhibited. Many of her paintings were bought by CLA members. In her later years she enjoyed gardening and world travelling with Adrian.

Bill Mair



Grafton by A Correia
Acrylic and oil on board circa 1980,s

CLA Member John Partridge shares his memories of Aline Schagen with us

I purchased my Eleven, #538, in 1965 and enjoyed hill climbing and some racing in it until 1968 when work took me (and it) to Brisbane where #538 languished for four years.
During all that time I had learned very little about #538's history but the 1972 election brought us both back to Canberra and very soon after I was put in touch with Adrien Schagen, the acknowledged Australian expert on Elevens. We commenced correspondence and occasional visits to each other, when I first met Aline and their two schoolboy sons, Marc and Derek.
Adrien was keen to see #538 and the whole Schagen family stopped by on several occasions while passing through Canberra in their grey 3.4 Jaguar, on the way to the snow . I guess their Swiss background required regular fixes of the messy white stuff! . However I was then living in a small flat and the Eleven was stashed on its trailer in the back of my parents' garage, elsewhere and invisible during those years and not to re-emerge until I married and built a house with a large garage to accommodate it. To Adrien's evident disappointment these latter activities always seemed to delay my commencement of any work on #538's restoration. However we kept in close touch and as Adrien's restorations of his three Elevens, #305/552, #343 and lastly, #191, progressed I visited the Schagen's Harbord home on a number of occasions to view the work and to receive inspiration and encouragement.



It was on these visits that I first began to know Aline a little more. Most of my trips up to Sydney had several purposes; a Lotus fix, of course, but also for shopping etc. and usually accompanied by my then wife and our then toddler daughter, Jennifer. Adrien and I would of course repair to his garage/workshop, perhaps not a place for a bored and travel weary toddler, and Aline would very kindly take charge of Jennifer and very sweetly entertain her whilst her Dad turned his attention elsewhere.
Now it was somewhere about this time that I began to learn a little more about both Adrien and Aline. It was already obvious that Adrien was a craftsman and master restorer of cars and he let slip at some point that he was or had been a gold and silversmith. But the visits to Harbord revealed also a number of very beautiful and gentle paintings, watercolours as I recall, and on questioning Aline admitted that they were her work. I am no expert in this field (or any other!) but I could see that Aline's paintings were by a very accomplished artist.
Later I came across an article in the Australian Financial Review; an important replica Faberge egg was coming up for auction, the artist Adrien Schagen! Some of his other works were commissioned by the Australian Government to be gifts to visiting dignitaries.
I don't know whether Marc or Derek have inherited many of these artistic genes; Marc's restorations of his Elan and of Adrien's Elite suggest that he has but the work he has taken on board in documenting our historic Lotuses, and maintaining these records, has been a significant task in itself.
Jennifer, my wife Katie and I extend our sincere sympathy to Marc and Derek and their families in their loss.
John Partridge

This Month marked the 50th anniversary of Jochen Rindt's greatest race



Towards the middle of November 1969, Maurice Phillipe, the crafty Lotus designer was underway with his latest creation, a car that would go on to become one of the most famous cars in the history of F1, the Lotus 72. About time too! Months previous, the 4-wheel drive Lotus 63 was eventually declared a failure, but the good news was that the test bed gave the foundation for this new car. Whilst it was destined for great success, its early days were anything but. Whilst practicing for the Spanish GP at Jarama, the first of the deadly design flaws came to light. Jochen Rindt, initially excited about the new car, came into the pits for some routine checks during practice. Unbeknown to everyone, the front inboard brakes were severely overheating and 5 laps after he rejoined the circuit, as he applied the brakes at the end of the ¾ kilometer long straight, the bolts holding the Left front brake snapped. Luckily the Madrid circuit has lots of runoff and therefore relatively safe. Jochen spun twice on the infield and the back on the circuit where it stopped. The car was hastily modified and repaired for the race the next day but Rindt only finished 10 laps before the car failed again. Cleary a lot more testing and development would be needed, so reluctantly, Chapman later told Jochen, that for the Monaco GP on the 10th May 1970, he would have to drive the 4 years old Lotus 49.

Practice day was initially rained out and Rindt, ill from seasickness aboard the luxury yacht *Crest Cutter* (which he and wife Nina had leased for his stay in Monaco) could only manage to get the Lotus on the 4th row of the grid, his qualifying time almost 2 seconds slower than the pole sitter Stewart. Colin and the team worked all night changing the gear rations, suspension shocks and tyres. A virtually new car awaited Jochen in the morning of race day. On board the yacht, Jack Brabham was a guest for lunch along with Bernie Ecclestone and Jochen's wife. Rindt was still feeling pessimistic about the race and told Nina "I'll just go and drive, I know I've got no chance of winning" but she responded "Don't be silly, you always have a chance" Chapman had similar advice for the despondent Rindt "One doesn't necessarily win a race by leading all the way, I've seen enough Grand Prix to have learned that lesson!"

When the flag fell on Race day in the Principality, Jacky Stewart took off and was 7 ½ seconds ahead of the field before 10 laps were up. The order was then Stewart, Amon, Brabham, Beltoise, Ickx, Hume, Pescarolo and Rindt. "I drove like a chauffeur" Jochen later recalled. But then things started to happen, on lap 12 Ickx broke a drive shaft, Beltoise's Matra had suspension failure.

On lap 24, Stewart was 15 seconds ahead of the now second placed Jack Brabham and 32 ahead of Rindt when his engine developed a misfire. He pitted, resumed but retired soon after. Then, suddenly, the whole of the Lotus pits sensed something. Jochen Rindt had decided it was a motor race! He out braked Pescarolo at the Gasworks bend. Then it was Hulme and then Amon, suddenly he was running second behind Brabham but still 15 seconds behind.

For 5 laps they see-sawed, Jack increasing the lead, Jochen reducing it. But Jack was now 44, had wanted to retire the year before if only Rindt had stayed with Brabham, but it was not to be. Jacks car, the Brabham BT33 was an exceptional car, in fact it was their first monocoque, but it was having recurring brake problems, and Jochen was on fire. He threw the old Lotus around the Monaco circuit like it was a touring car race. Tyres locking, sliding the car into corners, leaving his braking until the last minute. Rindt recalled "Neither before or after Monaco did I drive that well!"

Soon the gap narrowed another 4 seconds and Jochen had Jack in sight. The crowd were on their feet cheering themselves hoarse, on the second last lap the gap was 2.5 seconds, on the last lap, one second. At the chicane, Rindt gained a few more meters, then they came up the 3 back markers and whilst both got through, the gap had narrowed again. It's only fair now to let Jack tell how it ended "As we streaked into the breaking area for Gasworks, he (Jochen) was almost in touch. And right in my path in the middle of the road, I found Piers Courage in the



Jochen Rindt is presented with the winners trophy by Princess Grace of Monaco.



Jack Brabham's BT33 looking very second hand after the race

Frank Williams red de Tomaso apparently coasting with a dead engine…… Well trying to decide which line to take, I'd slightly overshot my braking point. I'd chosen the inside line of course….but right there a trail of cement had been laid over some spilt oil. My brakes locked up, tyres streaming smoke… straight as an arrow - crunch- into the straw bale barrier".

Rindt, carefully passed around Jack and on to victory. So amazed was the Clerk of Course at not seeing Brabham that he failed to display the chequered flag when Jochen powered across the finish line. The crowd went ballistic and the Lotus pits was in an uproar. Rindt had just driven to his second Grand prix victory and the greatest race of his life!

Tom

Post Script

This was Jochen's close friend Bruce McLaren's last race, he was killed 5 days before the next race in Belgium. It was also Ronnie Peterson's first GP and the last victory for the famous Lotus 49.

References
The story of a World Champion, Jochen Rindt by Heinz Pruller
The Jack Brabham story by Jack Brabham
A record of Grand Prix and Voiturette Racing, Volume 9, by Sheldon, Page and Rabagliati

Our S.A. correspondent Andrew Stevens shares the top 6 Lotus things to do whilst avoiding everyone else

So you've polished the Lotus, done a full C Service, attended to all those little niggles that you never had time for and are primed and ready for the return of the monthly runs. You've even put new batteries in the remote (you did – didn't you ? OK – Go do it now; we'll wait). Now how to spend the rest of the social distancing period ?

So, with a little bit of help, here's my take on how to survive the COVID period in a Lotus less world.

Tales From The Vault: Team Lotus



Courtesy of Mike Bennett so you know it'll be good. F1 Journo Peter Windsor hosts this episode of *Tales From The Vault* featuring Clive Chapman, Bob Dance and focussing on Team Lotus. How do you fit the whole story into 45 minutes – you don't, and there are some notable gaps, but it doesn't matter.

https://www.youtube.com/watch?v=yomPPHTS-zo&fbclid=IwAR2wQ6KRYYT4jbd8t6d-W8_Z5KaeVcjAz0wYLVtcTdwqqmsC-L8-iu9k1x8

And if you enjoy that, as a bonus, have a look at the Ford Heritage video of the first run of the ground-breaking Lotus 49.

https://www.youtube.com/watch?v=V6cm3eWEHM0

The Bend Simulation.



You might be experiencing withdrawal symptoms and your planned practice ahead of the mid year interstate challenge at The Bend has been thwarted, or you might just want to experience a Lotus at The Bend without putting your pride and joy on the track.

Using the Assetto Corsa simulation that is available for most game consoles, you can buy The Bend's track data and hone your skills without ever leaving the house.

https://www.thebend.com.au/simulation

https://store.playstation.com/en-au/product/EP4040-CUSA01797_00-ASSETTOCORSAXXXX (PS4)

https://store.steampowered.com/app/244210/Assetto_Corsa/ (Windows)

F1: Drive to Survive on Netflix



Season 2 of the Netflix behind the scenes view on the 2019 F1 season, and the events that marked it, this is another brilliant story for those who love F1, or just have a passing interest. From Daniel Ricciardo daring Netflix to screen him calling them a bunch of @#&!$ (they did), to evesdropping on the Williams post Silverstone debrief as George Russell has his say is absolutely priceless. Each episode follows a particular story line focussing on a team or rivalry, such as Red Bull's decision to replace Gasly with Albon, or Gunter Steiner inventing a new swear word after dressing down his two drivers following (another) collision between them. If you've ever wondered what you don't read in the press, here it is.

Life of Speed – The Juan Manuel Fangio Story



OK – so this isn't a Lotus story, and it's another Netflix production, but the just released the documentary on the great Juan Manuel Fangio chronicles the life of the guy that most drivers consider to be the best ever. I only saw Fangio drive once, in a W196 Mercedes. In practice there was a stream of liquid running across the track at the apex of a very fast, and scary corner. Fangio didn't lift but simply slid the car through the slippery stuff with an armful of opposite lock. It was sublime.

Jim Clark's 10 Greatest Drives



In the early 60's Jim Clark epitomised Lotus, and had a symbiotic relationship with Colin Chapman.
This Autosport Video tries to document and determine his greatest ever drives.
On Autosport.com, or directly at https://youtu.be/801G75BkIsU.

Ronnie Peterson SuperSwede



This can be hard to find, but the documentary of Ronnie Peterson, who died in September 1978 at Monza in a fiery accident in his Lotus is a brilliant expose of a man blessed with phenomenal car control, won plenty of races for Lotus and played wingman to Mario Andretti.
The trailer can be found on You Tube but you'll have to pay to watch the full version.
https://www.youtube.com/watch?v=DLCh68LPFnM
https://www.justwatch.com/dk/movie/superswede-a-film-about-ronnie-peterson

My favourite (sharable) joke of the Social Isolation period is:

Dear Diary: Day 27 without any sport on TV. No football, No F1, No cricket.
I've discovered a woman sitting next to me on my couch.
She says that she's my wife.
She seems nice.

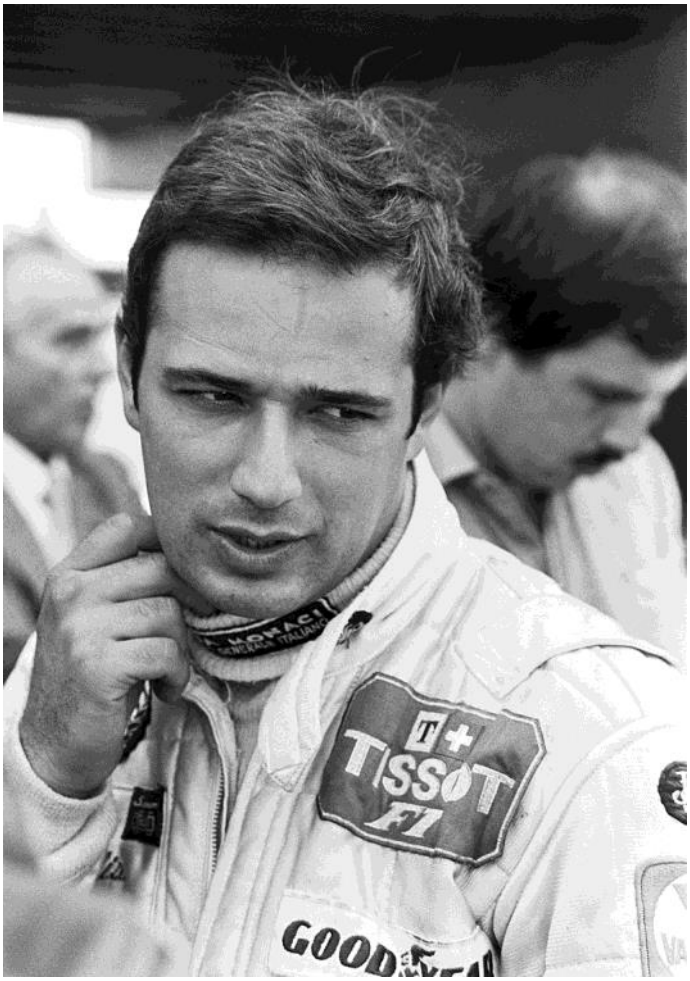
Cheers Andrew
0448456605

The third of this months anniversaries, 35 years ago saw a chaotic 1985 San Marino Grand Prix

The 1980's were to see a massive upheaval in the world of Formula 1. In 1981, a company known as Formula One Management , owned byBernie Ecclestone and Max Mosley set up the "Formula 1 World Championship" This was a concord signed by all the teams and the FIA, which set and upheld new organised regulations and standards for the sport. This took control away from individual circuit owners and into a select 'club' of teams and the FIA. This, every year, set standards for the coming year. Initially they set the calendar and each team had to commit to a certain number of races. Following that, side skirts were banned and a couple of years later, ground effects were banned. In 1984, to try and reduce the power of the new turbo engines refueling was banned and a limit of 220 liters of fuel to be carried by each car was introduced.

For 1985 the teams were doing everything to get the slightest of advantages, one of these was to get pole position or the nearest thing to it as possible. Whilst fuel was limited for the race, and hence the engines consumption and therefore performance, there were no limits to the practice engines. Engine manufacturers started building one-offs with monstrous power often over 1000 Hp to be used as one-time weapons during practice. These engines, known as grenades, were built to last for one flying lap, flat out. They would explode if pushed any further.

Car to team telemetry was now being used in its simplest form and was relied on during the race to ensure the drivers knew their fuel reserves and therefore able to adjust so the car effectively ran out of fuel as it crossed the finish line. But it was in its infancy and all came horribly unstuck on the 5th May at the San Marino GP of 1985, when this race earned the unfortunate reputation of probably the weirdest races in Formula One history.



The last of the Gentlemen, Elio de Angelis

First problem was the San Marino circuit itself with its long straights and difficult chicane's, both high consumers of power and fuel. Then throw in a bunch of maniac drivers Rosberg, Mansell, Prost, Piquet, Lauda and Senna none of whom were known for their economy or nurturing of their race cars and we have the potential of a GP gone crazy.

For the race, Lotus had 2 cars entered, Ayrton Senna and Elio de Angelis and of course Ayrton had pole. Even before the start, Jonathan Palmer's Zakspeed engine expired. Then on Lap 4 Berger and Patrese's engines blew up. Lap 5 the engines of Bellof and Hesnault disintegrated. By lap 29, not even half race distance the race had lost Alboreto, Winkelhock, Alliot, Rosberg, Laffite Martini and de Cesaris, mostly through engine or turbo blow-ups.

Those who managed to hang on now started to run out of fuel. Derek Warrick, then a few seconds later Martin Bundle, on the next lap Piquet, then race leader Senna. This put Stefan Johansson in the Ferrari in the lead. The Italian tifosi around the circuit want crazy then a few seconds later, a huge sigh of disappointment as he to ran out of fuel. Then on the second last Alain Prost took the lead

from Elio de Angelis in the Lotus with Buotsen, Tambay, Lauder and Mansell following, all one lap down. Even as he crossed the line Prost ran out of fuel, Thierry Boutsen ran out of fuel before the finish line, he hopped out and pushed the car over the line for his eventual second position.



Elio de Angelis on his way to victory in the 1985 San Marino Grand Prix

Then even more drama as Prost's car was found to be underweight and he was disqualified. This meant that the race had been won by Elio de Angeles in his Lotus-Renault. The last of the racing gentlemen had scored his second Grand Prix Win, almost without anyone noticing. Of the 26 starters only 5 finished.

Tom



Thierry Buotsen pushes his Arrows A8 over the line for his eventual second position

Marcos 60th Anniversary celebrations Phillip Island March 2020

Alastair Browne

What do I always say? Always take plenty of time to prepare for a long trip and check out everything if you can. And so I did with the 1971 Marcos GT Coupe because this was going to be a long jaunt into Mexico.

The car was serviced, a new rear engine/transmission mount was installed and a new exhaust system. As there is not much luggage room, every inch was accounted for including two fire extinguishers and the car was ready. I departed on Thursday 5 March at 9.30am and got as far as Pymble when the car just coasted to a halt in the hissing rain. A tow truck was called and, at home, I transferred everything into the 1988 Supra and off I went.



Alastair's Marcos forlornly returning home

I made it as far as Gundagai and settled for fish'n' chips at the Rissole for $12 including a beer. Up at sparrow fart the next day and made it to Phillip Island in the afternoon after a very pleasant lunch with D Company commander at Long Tan, Dave Sabben, a most gallant and chivalrous character.

That evening there was a display of 9 Marcos in the main street of Cowes. It was cold, windy and showery. I should say there is not even a Marcos Club in Australia. Just a band of owners.

The next day we set off for the track as the Historics were on for the weekend. Unfortunately Ashton Roskill could not make it but there were several 11's racing. We had our own allotted space for display for about 12 Marcos. I met some friends, one of whom took me in his Jaguar 420 for a demonstration lap. The other friend had a 1934 Singer Le Mans which he races and hill climbs. (I used to own a very rare 1934 Singer Le Mans 6 cylinder of which only 71 were produced.) The racing was pretty good and displays in the hall were magnificent including a delicious Pantsterra. That evening we all met up at the Rissole where they did a good deal for seniors.

On Sunday we had to be at the track in time for an exhibition lap with some other car clubs. I went in a Marcos Mantula with a V8. It was all too slow. It was a sunny but very windy day so I left the track in the early afternoon to go to the Vietnam Museum.

I departed at 7am the next day and stopped at Wallan and Holbrook for a rest. The toilets in the latter were designed to take off yer bollox – as you lifted the seat it came smashing down again so you peed all over the place trying to save yourself. I made it to Gundagai where a quick walk around the town made me hungry

place trying to save yourself. I made it to Gundagai where a quick walk around the town made me hungry for a decent steak at the Family Hotel. I arrived back home at lunch time the next day without incident to find the Marcos looking superb in my garage but not going! It turns out that the newly installed electric fuel pump failed. May be it did me a good turn 'cos the Supra is a little more comfortable to drive with space, pace and grace – oh that was an advert for jaguars!

Alastair Browne



The Marcos display at Phillip Island



A Mini-Marcos was also present

What Next? (A venture into E-Racing)

Syd Reinhardt



When faced with retirement after a lifetime of business activity, many men just fade away. Boredom can be fatal.

I was young when I retired, but I've never been short of interests, I travelled and lent an extra dimension to my travels by becoming involved in digital photography. I enjoyed the processing of the images that I'd captured as much as creating the image in the first place.

I enjoy early motor cars and was able to restore some interesting vehicles and drive them all over the world. Motorsport was always a favourite pastime, and now I could indulge myself.

Until the big bang. Not what you might think, the bang was nothing to do with my foray into historic motor racing, or supersprinting my delightful Lotus. It was my coming to earth with a thud. That thud was the explosion that is the COVID-19 pandemic.

Everything just stopped.

As a person well into his seventies, I was high risk. (I knew that anyway, long before COVID). But now, I was under house arrest. I could no longer go out to take photographs, couldn't drive, was forced to cancel some amazing travel experiences that were booked and paid for, withdrew my entries to two historic race events and work on my restoration project of a rare and delightful ancient sports car ground to a halt.

Now what? I'm stuck at home, and the delights of housework are limited.

Enter the world of sim racing.

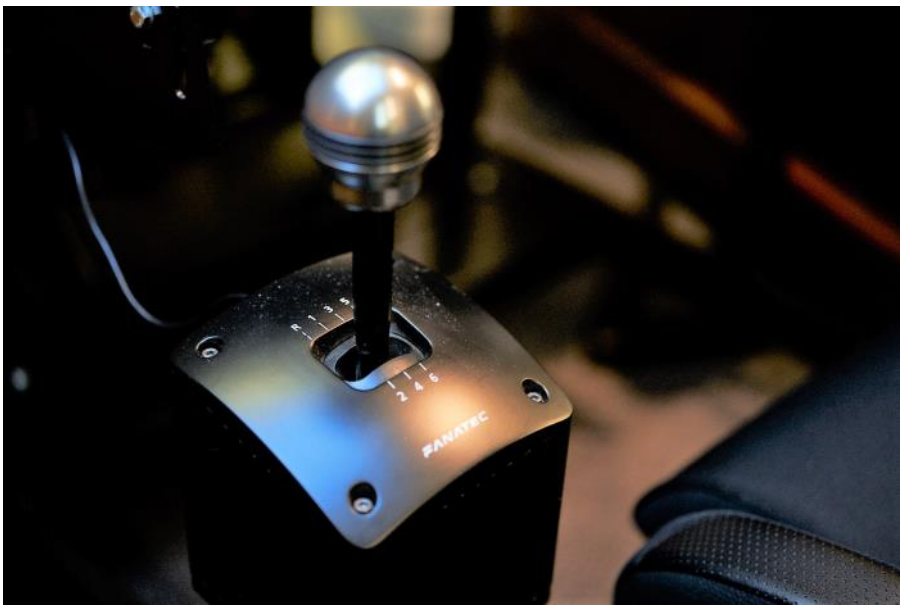
I had been seeing more and more publicity about E-racing. All of a sudden, it started to make sense for me. When I was young, pinball machines were the height of techno-wizardy, but I could never afford the sixpence they cost per game, so I rarely played them. Now, in this digital age, I could take a leap into circuits like the Nurburgring and Laguna Seca and drive them in my virtual car of choice. I would need a PC or a game console, pedals and a wheel and then my only limit would be software.

What an interesting world we live in. The delights of thrashing around Silverstone or screaming through the green hell of the Nurburgring could all be just a click away. Oran Park might have become a housing estate, but I could drive a laser scanned accurate digital version of a track I last drove many years ago.

Not so fast, Sunshine.



Which wheel? Which pedals? Pc or Console? Single screen, or triple? Or hey, what about virtual reality? I did my research. And what of the software? Games abound, choice is endless. Knowing that at my age I need all the help I could get, I decided to move my sights upwards, away from the basic gear. Not that there is anything wrong with that gear, I just thought that I'd have greater satisfaction with "nice kit". Yeah, right. Pricing the "nice kit" gave me a reality check. My cheeky wish list and what I thought would be a reasonable spend were at opposite ends of the spectrum. Not that this is anything unusual for most things that I aspire to.



I turned to eBay and Gumtree and then came upon an advertisement placed by a motor racing colleague who was selling a complete and very nice middle of the road sim racing rig. In no time at all the deal was done and I became the proud owner of a virtually new sim set up.

My new sim features a really upmarket suede leather covered Porsche style wheel (Sorry Rob B.!) adorned with 14 (I kid you not) programmable function switches. So, far I've programmed the ability to rescue my crashed car back to the pits…

It boasts flappy paddles, but also includes a manual shift option that has up to seven gears and is switchable between H-pattern and sequential shifting (in practice the number of gears selectable correspond to the car specification).

The wheel has a full race quick release and is driven by a Fanatec belt drive motor. Elegant aluminium pedals are also by Fanatec. When I think I'm at the right level, I might upgrade the brake system from the current Hall effect to a load cell.

Good gear? You betcha. I'm ready. Or so I thought.

You've no doubt heard of a bum steer. Usually, that refers to poor advice. In my case, being a traditional old school racer, I rely on my bum to help me steer, to let me know what the car is doing. My new rig has a very comfortable race seat, but no bum feedback.

Of course, it is possible to fit full motion to a sim rig, but the dollar pain of doing so is more than I am ready to suffer. So, for now I have to rely on the feedback I get through the steering wheel, the sound track and the screen. It is tough, a whole new learning curve adapting to different and often very subtle input, but lots of fun. It is always good to learn a new skill set.

My rig came with some software. However this was a few generations old and included driving on tracks that I'm familiar with like Eastern Creek and – I'll never know why it has been renamed Sydney Motorsport Park – jeez that rolls of your tongue doesn't it? However, this first generation software just wasn't really accurate and I found this frustrating. As a result of research on the web I downloaded Assetto Corsa and enjoy that very much.

The fun I'm having is enhanced because I've discovered that I'm not alone. There's an enthusiastic Club Lotus group organising regular race meetings, - see the Aussie Elise's forum, where a discussion on what to do during social isolation developed into a racing group. See https://aussieelises.com/topic/14355-i-series-racing

The group selected iRacing as their software of choice. The selection of cars is extensive and so is the choice of race tracks. Tracks are laser scanned, very accurate and realistic, and the cars allow set up tweaks that affect performance. iRacing can offer as intense an experience as the user chooses, with licences graded according to skill and experience, constant online races to join or the ability to stage one's own online real time races with mates.

So on Wednesday night, I had my baptism of fire. Seven or eight of us went to Phillip Island, where we practised, qualified and then went on to race.

If you are the person that I T-boned in turn one, well you forgot about your cold tyres and lost it big time and I'm sorry but there was nowhere for me to go. No harm done and anyway, and over the race distance, I made heaps of errors myself, probably more than most. I stuffed myself into a bank, went farming several times and somehow, did not finish stone last.

I'm left wondering, post COVID when we get back on track, will there be a benefit? Will my skill set have improved?

Written by Syd Reinhardt with thanks to Seth for the photos.


HSRCA 2020
Live the Golden Age of Motor Sport
Autumn Festival
March 21 - 22
Wakefield Park
Cancelled
Sydney Classic
June 6 - 7
Sydney Motorsport Park
Spring Festival
August 29 - 30
Wakefield Park
Summer Festival
November 28 - 29
Sydney Motorsport Park
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HSRCA

60 years ago this Month, a Lotus 18 became the first on the Marque to win a F1 World Championship Grand Prix

It is rare an F1 manufacturer can conceive and build a car that is an immediate success. Colin Chapman and his design and construction team did this a few times. Their first was the Lotus 18. Following the trouble ridden Twelve and Sixteen, the 18 owed its success primarily to its simplicity.

The first International GP it competed in was the Argentinian, and to this race Lotus sent 3 cars. The new 18 for Innes Ireland and a pair of 16's for Alan Stacey and the local talent Rodriguez Larreta. These 2 were sent by sea, but the 18 on an Aerolineas Argentina charter. That airline promptly went on strike, so Lotus managed to get some space on an Air Fallaparta wreckage that just managed to cross the Atlantic before expiring in bits of ancient aircraft, bobby pins and sticky tape! On arrival, Innes Ireland was promptly thrown in gaol for a traffic offence, got released and finally got to bed when Fidel Castro's boys set off a bomb opposite his hotel. Anyway, enough of this for a later date, whilst Innes only managed a 6th, The car had left its mark. Lotus were an F1 constructor to be taken seriously!

The 18th of April saw an important milestone reached when Innes Ireland won the cars' first Formula 1 race, the Glover Trophy at Goodwood. This win was followed by another victory for Ireland on the 14th May at Silverstone at the XII International Trophy race. Whilst these were putting the 18 in serious contention, they did not score points for the F1 World Championship.



Interesting attitude of the car compared with later F1 cars

Deciding that Cooper probably wasn't the way to go, on May 25th 1960 Rob Walker took delivery of a new Lotus 18 for his top man Stirling Moss to drive. That very afternoon, Stirling broke the Goodwood lap record with a 1minute 23.1, Now all was set for the next F1 race, Monaco on the 29th May.

For this race, Colin had a bit of a splurge and entered 3 Lotus 18 cars. Innes Ireland, John Surtees and Alan Stacey, and, of course there was also another 18 in the lineup, the Rob Walker entry for Stirling Moss.

There is an interesting aside from Dennis Jenkinson who reported the race for Motor Sport magazine at the time. "In order to encourage Stacey to go faster, Jimmy Clark was allowed a few laps in Ireland's car and Ireland tried the Walker Lotus to see how it compared with the works car - it was all right"

There was a surprise at the start when the front row cars of Moss, Brabham and Brooke all sat there with wheels spinning whilst Jo Bonnier in a BRM shot into the lead from the second row of the grid. By lap 4, a misjudgement by Brab-

ham, saw Moss up into second place, and by lap 10 he was hard on the heels of Bonnier. Lap 16 and the pressure was getting to Bonnier who kept trying to wave Moss through, but Moss tactically decided to stay in second place.



Moss acknowledging the victory

The BRM was having troubles and Bonnier had to pump the brake pedal at every corner, so on the following lap Moss decided to pass and immediately pulled away so by lap 25, Stirling had a 6 second lead. Then the whole race changed as the rain started pelting down on Lap 28. The circuit was so wet it became almost undriveable and cars were spinning off and crashing all around the circuit. Moss slowed down dramatically, but it was too slow for Brabham, who now took the lead. The rain lasted for 10 laps then the sun suddenly reappeared.

The circuit remained treacherous as Brabham soon found out when he wacked into a wall at Ste Devote and bent the chassis of the Cooper. Moss was now back in the lead and as half distance arrived; his lead over Bonnier stretched to 14 seconds, with the third and fourth cars of Phil and Graham Hill a whopping 82 seconds behind. 10 laps later the crowd was in shock as Moss, engine only firing on 3 cylinders, spluttered into the pits. A sigh of relief from the Walker team, it was only a plug lead that had fallen off. Bonnier went by to take the lead but with 40 laps to catch him, Stirling was not too worried.



The Rainiers and Stirling Moss standing ramrod straight during the playing of the British National Anthem

Then a bit of a Keystone Cops moment, with 35 laps to go, the Walker team held out a 'laps to go' sign to Moss. In the excitement the '3' fell off the board so Moss saw it as 5 laps to go and took off like a scalded cat. A couple of laps later the correct signal went out and Stirling breathed a sigh of relief, and was soon back in the lead. On lap 78 Jo Bonnier, who had driven an excellent race where he switched between first and second, had to retire with a split rear upright.

After 100 laps, Stirling Moss crossed the finish line completing an immaculate race, followed some 52 seconds later by Bruce McLaren and Phil Hill. These three and Tony Brooks were the only proper finishers of the 24 cars entered in the race. In the belief, that there were points up for grabs, the pits suddenly came alive as wrecked and damaged cars were started up to straggle across the finish line.

But history had been made and the Lotus 18 in only its second World Championship Grand Prix, has won, and additionally scored 9 points for Lotus in the Constructors Championship. For almost the next thirty years the marque would dominate the sport, and Stirling Moss had won the second of his 16 International Grand Prix victories. This was the second time Stirling was victorious at Monaco the first being in 1956 driving a Maserati.

Tom

After an unfortunate accident on the Way to Lotus 2019 last year, Ashton Roskill's Eleven is at last being repaired

by Alister Rees of Automotive Craftsmen in Browns Plaines, south of Brisbane



The story started when we were contacted by Ashton in March 2019 and he sent some initial photos of the damaged car. We requested further photos from different angles and after studying a myriad of different shots, we were able to arrive at an initial estimate based on the information gleaned from these photos. From our understanding the damage was mostly isolated to the front end. The fabrication of a new front clam was the focus of this repair.
After several months of challenging discussions and delays the Eleven finally arrived at our workshop in late October 2019. Along with the State change a new assessor was then appointed by Shannons, and we were able to move forward with a proper physical assessment of the damage.
Once we were able to get the vehicle in the air for a full inspection it became apparent there was other damage not able to be photographed while on the ground.
The final assessment included: Twisted chassis (front and rear), under-body skin damage, front and rear shocker damage, damaged wheel bearings, bent swing arm, buckled wheels, intake manifold gasket damage, carburetor readjustment, etc. All this adding significantly to the original estimate.
Ashton was able to recommend a parts supplier in the UK and we duly contacted Mike Brotherwood with a parts list. We would like to acknowledge the assistance of Tony Galletly who has been a great help in many areas and has a wealth of knowledge after his Eleven rebuild.
Once we received the quote from Mike, we were able to finalise our firm estimate and submit to Shannons. Approval was given within a few days and we immediately placed the parts order and started stripping the



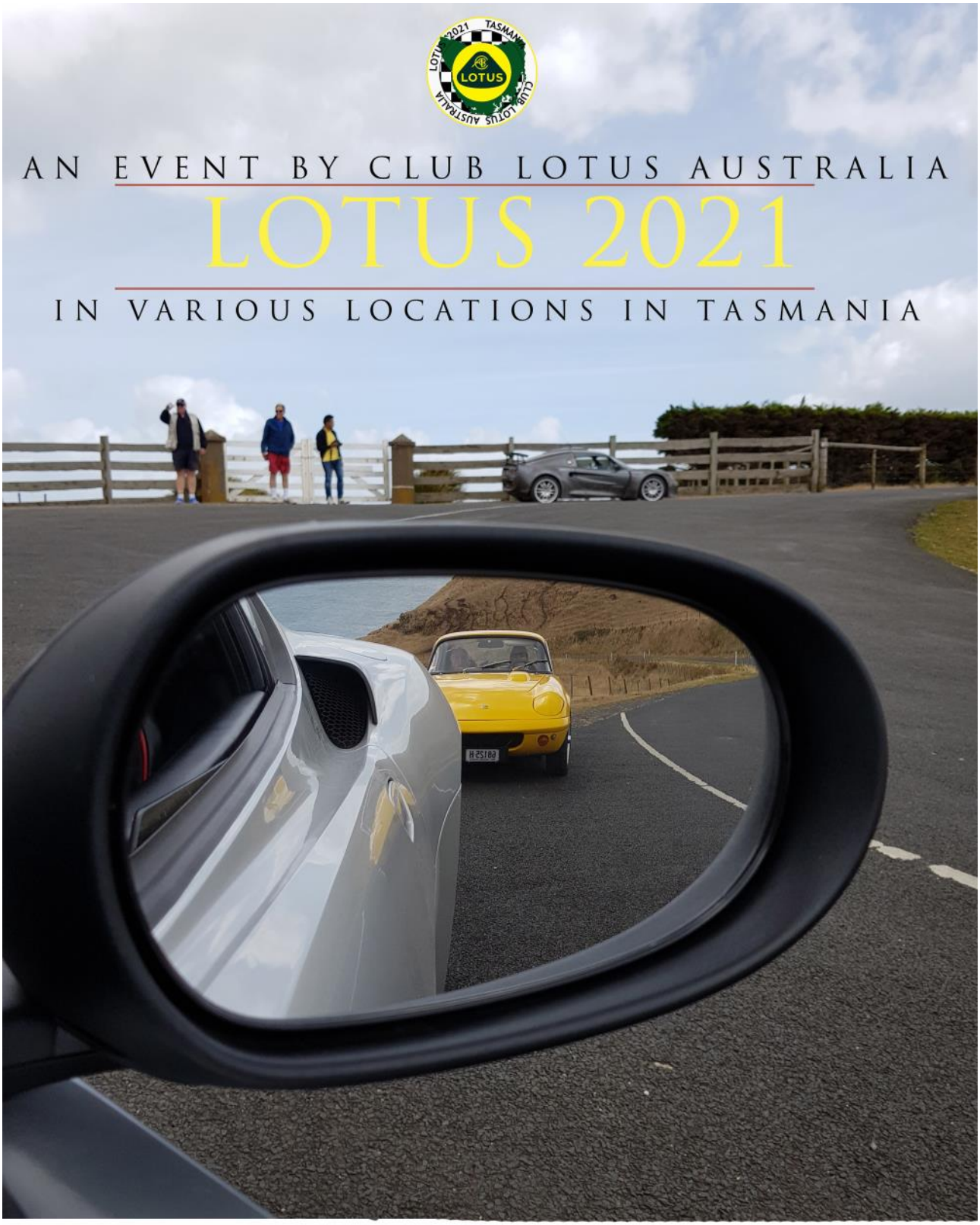


car.
First task was to dismantle all the damaged components. After drilling out 680 rivets to remove the floor trays and sill panels, the bare bones of this iconic design were exposed - The simplicity of this car is an amazing sight. After the outer body had been removed, next up was the mechanical. Documenting each part and its orientation gave us the understanding we need to see the car through the eyes of its creators. Knowing how the designer intended the car to be, ensure this 'Eleven' will be repaired correctly and retain its originality. With the vehicle stripped down to the bare minimum for transport, it was time to re-align the chassis.
Alister Rees





We would like to acknowledge the assistance of Nick Contarino at Exclusive Auto Centre for the use of his state-of-the-art Car Bench chassis alignment system, to restore the Eleven's frame to its original dimensions and alignment. Adam did his apprenticeship at Exclusive Auto Centre and won Apprentice of the year in 2014 and was runner-up in the National World Skills Competition held in Perth the same year. Luke spent approx. 2 years at Exclusive Auto Centre repairing Ferrari and Lotus, including composite repairs, after completing a panel beating and spray-painting apprenticeship in Sydney.


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Answer to last months "Now who Said That?"



Well a bumper load of correct answers for this one but the clear winner was who correctly nominated Ayrton Senna was Chris Reid, closely followed by Robert Hunter and Evan Jones

"He gave me a very steady look and, now calm he said 'Sid, there are certain things over which we have no control. I cannot quit, I have to go on.' Those were the last words he ever said to me"

Professor Sid Watkins



Ayrton Senna in happier days at Lotus

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

"No driver, no person, will ever be bigger than Formula One itself"...."We are going to be here forever"

Winner announced June 2020 newsletter

A bit difficult this month so a few hints, He entered 2 Grand Prix during the '58 season but failed to qualify for either if them. He then went on to manage a couple of drivers and eventually became a household name in the sport

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

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
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	Cancelled
	Sunday, 7 June 2020	HSRCA Sydney Classic	8.00am	Cancelled
	Sunday, 14 June 2020	CSCA Round 3 MGCCS	8.00am	Cancelled
	Sunday, 21 June 2020	Monthly get together, tyre kick & coffee	9.00 am	Cancelled
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		

CLA SA 2020 Diary

Month	Day Date	Event	Location
May	Sunday, 3 May 2020	Monthly Lotus Meetup	Suspend
	Sunday, 3 May 2020	MSCA 6 Hour Regularity Relay	Suspend
	Sunday, 3 May 2020	SCCSA	Suspend
	Thursday, 28 May 2020	Open Track Day	Suspend
	Sunday, 31 May 2020	SCCSA Multiclub	Suspend
June	Sunday, 7 June 2020	Monthly Lotus Meetup	Suspend
	Sunday, 7 June 2020	SA v Vic MSCA Challenge	Suspend
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
May	Monday, 11 May 2020	Meet n Eat	Suspended
	Sunday, 17 May 2020	Gingin British Car Display	Suspended
	Friday, 22 May 2020	Targa South West	Suspended
	Saturday, 23 May 2020	Targa South West	Suspended
	Sunday, 24 May 2020	Targa South West	Suspended
	Sunday, 24 May 2020	EMR (Wayne)	Suspended
	Saturday, 30 May 2020	SES	Suspended
June	Monday, 1 June 2020	SES SRT Sprint	Suspended
	Monday, 8 June 2020	Meet n Eat	Suspended
	Sunday, 21 June 2020	EMR	Suspended
	Saturday, 27 June 2020	SES Point to Point	Suspended
	Sunday, 28 June 2020	Targa Bunbry Sprints	Suspended
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



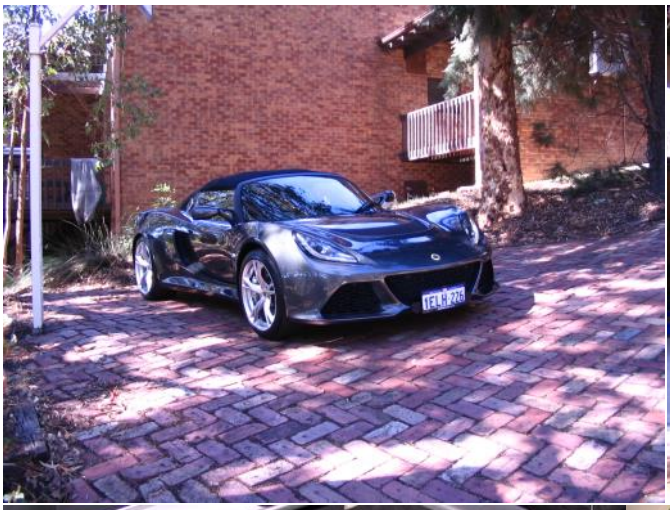


For Sale

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

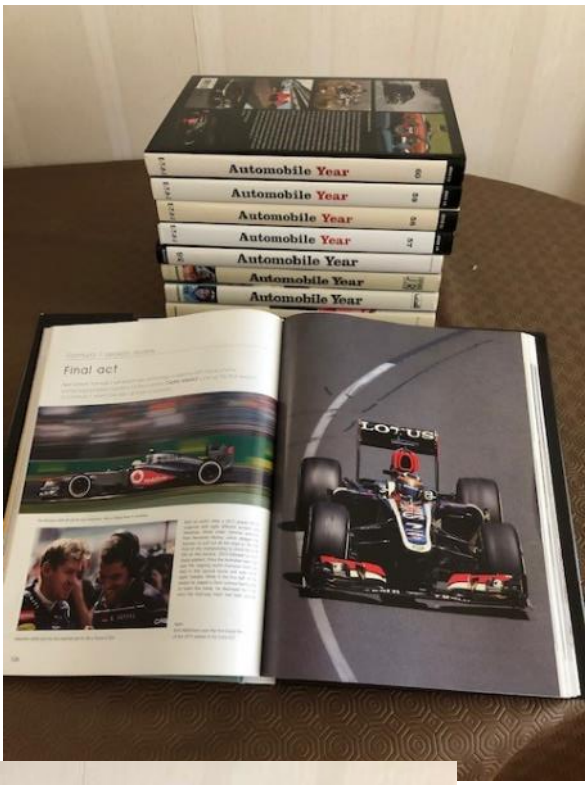
A complete set of Automobile year (All in English)

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



