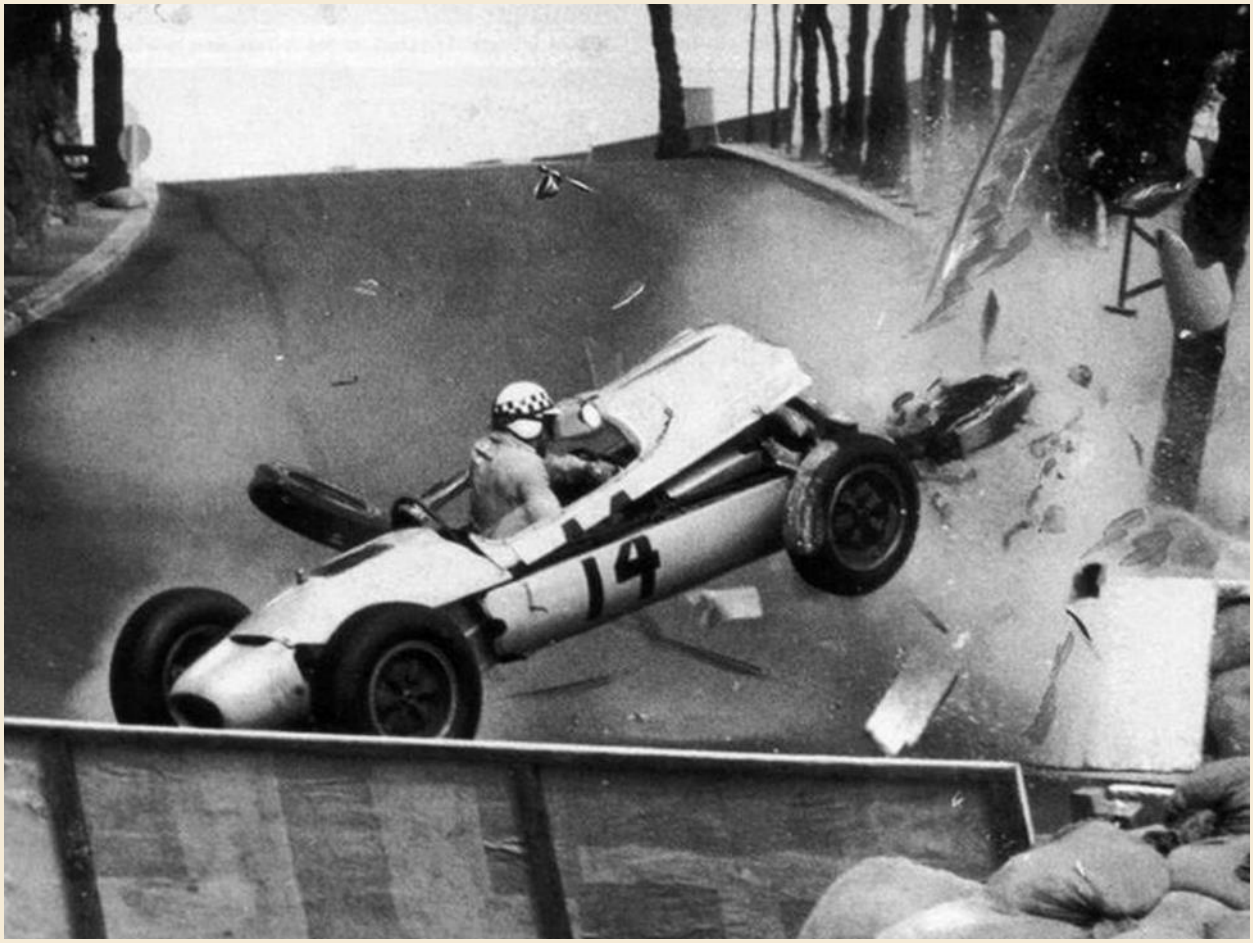
JUNE 2020



Chunky's Chatter

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



Inside this issue

- Sir Stirling Moss' visits to Australia remembered.
- Lotus F1 anniversaries for Clark and Rindt.
- Seth talks to Rex Hodder 2019 CSCA Champion.
- Geoff Winder takes on his lockdown work on his Esprit VQ.

Club Lotus Australia
June 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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Emails to :

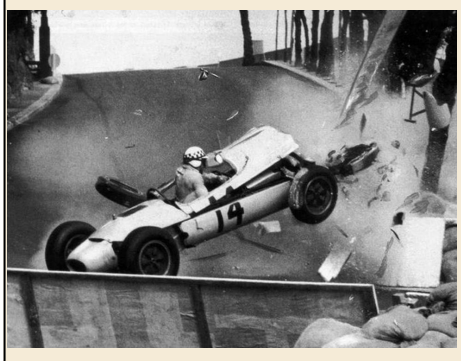
t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO ***Innes Ireland crashes during practice for the 1961 Monaco GP in a Lotus 21. He sustained a broken kneecap when thrown from the car.***

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

CLA Tasmania Contact:

CLA WA Contact: Mike Hamilton and Ellie Hamilton 0420 755012 (mikescotthamilton@gmail.com, elinorallen@yahoo.co.uk).

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

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

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

Club Lotus Australia Committee

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

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

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

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

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

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

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

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

CLA Website: Seth Reinhardt seth@clublotus.com.au

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

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

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

Registrars

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

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

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

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

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

Presidents Prattle
With Ashton Roskill



Morning all,

Apologies for the late arrival of CC this month - entirely my fault, and due to an abnormally high workload in my "real" job causing me to fail to realise it is nearly mid June.

As we start to see the relaxation of restrictions around movement and congregation, it is encouraging to see that car clubs generally are starting to get events back into the calendar both here and overseas.

Likewise, your committees have been beavering away to work out what and when we can expect to be able to undertake activities; so the following is a status update more than an announcement.

First up, the planning for Lotus 2021 continues to be held in limbo while we await further lifting of restrictions for interstate travel; however, we have set ourselves a date of the start of September to make a call one way or another, and based on current restrictions being lifted, and with fingers crossed there is no "second wave", we expect to commence asking for deposits and making bookings then. It is worth noting that we will have to make some quick decisions, so would be immensely grateful for your decision as to whether you wish to attend or not once we ask.

Next up is the CSCA championships, which evolved into an eRacing series during lockdown, and is gradually coming out of hibernation we hope.

In the meantime, the team at Lotus Cars Australia and Simply Sports Cars has organised one of their excellent Lotus On Track Days for Saturday 18th July; booking form is here: https://forms.lotuscars.com.au/LCA/form/LotusCarsAustraliaWakefieldTrackDay2020/formperma/Aypz9h1X93I6RmLR1vOU2HgqoE-aXmL6fPar1ePd5zZs

The HSRCA, with whom we have a very close relationship, has announced that the Spring Festival will be going ahead at Wakefield Park over the weekend of August 28-30; this includes sprints for more recent (up to and including 1990's) cars, so up to and including Elise S1's; these weekends are always a lovely mix of interesting cars, interesting people and close racing, so if petrol flows through your veins, come along and find out how much fun it is. I am planning to run the Elite now it's undergone a bit of work following the cloud of smoke at the Summer Festival in December.

And socially, I'd appreciate your thoughts on whether a General Meeting might be popular as a venue to regather, reaquaint, and catch up? Drop me a line if so, and we'll get something happening.



I was amused to see on the front cover of the HLR's 100th magazine, a photo (see above right) of the original gathering of HLR at Bill Friend's farm, including a car (might be a Type 23 - anyone got better eyesight than me?) turning up on a trailer towed by a Land Rover. The precedent was set then (I believe it was quite commonplace), so now I need to sort out that leaking welch plug in my otherwise rebuilt Series 2.

On a personal level, a quick update on the fleet: the Elite engine rebuild is almost completed; the Eleven continues to progress at the expert hands of Adam Doyle Smith - last update showed the front clip almost completed; and I momentarily thought of selling Gidget, but no sooner had I posted adverts in a few places than I decided that was premature, and anyway, I have been accepted into the re-run of the Perth-Sydney Marathon in late October 2021, so I need to get her sorted for that. The organisers have managed to get six of the original cars that took part in the London-Sydney Marathon in 1968 (of which the Perth-Sydney leg was the last stretch) to participate, so it should be a fun occasion. We'll be taking 10 days, where the original race took three - to cover 5500km of largely dirt!

Right, before my laptop crashes again, I'll fire this off to Tom.

Take care, stay safe, and I look forward to seeing you out and about soon.

In the meantime, keep it upright and largely on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt

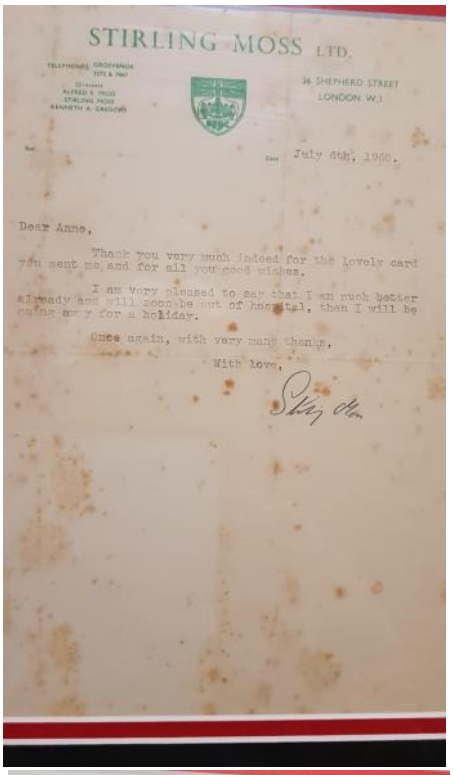


Hi everyone

Welcome to the June issue of Chunky's Chatter and apologies for being a bit late. Sadly there is little news on the motorsport front but my thanks to Anne Blackwood, Brian Caldersmith and Geoff Winder for their articles which give this publication a bit of colour.

There have been reams written about the life of Sir Stirling Mass since his death in April this year, so I thought we might have a look at his visits to Australia. One which I remember fondly was when Anne and Maurice organised for a bunch of CLA members to go down to Melbourne's Sandown Park for 'The Tribute to the Champions' We all hopped on a flight to Melbourne on Saturday afternoon, nice pub overnight, minibus to the circuit and grandstand seats for the event. Whilst the cars were circulating quickly it was the magic sounds of the cars of a long-ago era that made the day memorable. Then when it was over, minibus to the airport and home in time for dinner. Arrr they were the days!

Ann was a fan of Stirling Moss and sent him get well cards after both of his serious accidents, ever the gentleman he replied to both, though for his 1962 accident, he was still severely ill and his assistant Valerie Pirie sent that one.



STIRLING MOSS LTD.

36 SHEPHERD STREET
LONDON W.1

July 6th, 1960.

Dear Anne,

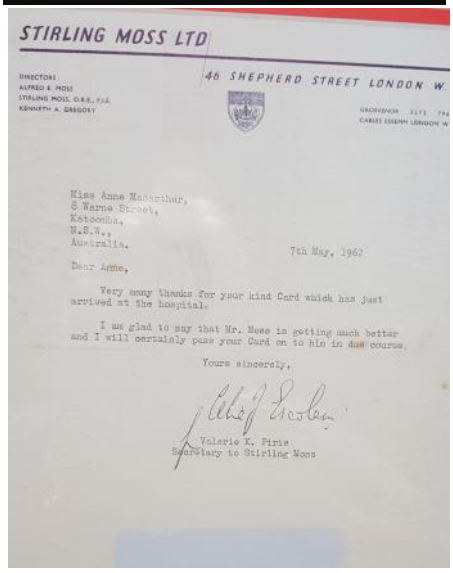
Thank you very much indeed for the lovely card you sent me and for all your good wishes.

I am very pleased to say that I am much better already and will soon be out of hospital, then I will be going away for a holiday.

Once again, with very many thanks,

With love,

Stirling



STIRLING MOSS LTD

48 SHEPHERD STREET LONDON W.

Miss Anne Maccarthur,
6 Warne Street,
Katoomba,
N.S.W.,
Australia.

7th May, 1962

Dear Anne,

Very many thanks for your kind Card which has just arrived at the hospital.

I am glad to say that Mr. Moss is getting much better and I will certainly pass your Card on to him in due course.

Yours sincerely,

Valerie K. Pirie
Secretary to Stirling Moss

Stirling Moss' reply letters to Anne's sympathy wishes

And finally, I read in a recent column by journalist Simon Collins that the president of Belarus, back in March, told his Belarussians that the only thing they needed to do to counter the Corona virus threat was to drink more vodka and take more saunas. Well some may scoff and compare this advice to that another president came up with to drink Dettol and undergo bright-light therapy, but maybe it wasn't so crazy. The John Hopkins Coronavirus Resource Centre recently revealed that rather than running rampant through the country, Belarus is very low on the fatality list. So as Mr. Collins concluded, maybe there aren't many situations you can't improve by getting drunk and overheated.

Tom

The great Stirling Moss passed away last April and there have been countless tributes written about him. Here we take a brief look at his times in Australia

A household name for almost 70 years, 1955 was possibly his greatest one. That year, he won the British Grand Prix at Aintree, giving the Mercedes-Benz team a 1-2-3 finish, then the RAC Tourist Trophy race, the Targa Florio, and the Mille Miglia with Dennis Jenkinson as his navigator. They completed the 992-mile distance in 10 hours, 7 minutes and 48 seconds- an average speed of 99 mph (160 km/h). The two Englishmen finished 32 minutes in front of their second-placed teammate, Argentine Juan Manuel Fangio.



Moss and Jenkinson in the 1955 Mille Miglia



Moss winning the first Warwick Farm race in a Lotus 18

Stirling Moss had a long association with Australia which extended back to December 1956 when he won the Australian Grand Prix at Albert Park in Melbourne in a Maserati 250F. That year, the race was held on the 2nd December to coincide with the Olympic Games, also in Melbourne. The race, had 22 starters, over 80 laps on the five kilometre circuit, the longest of all the Australian Grands Prix at 402 kilometres. It attracted a crowd of over 120,000 spectators. The race was the twenty first Australian Grand Prix, and attracted the works Maserati racing team, bringing with them Stirling Moss, Jean Behra and a fleet of 250F, Also competing were fellow European based racers Ken Wharton, Peter Whitehead and Reg Parnell, the race became the most important motor racing event held in Australia's history to that point. Moss and Behra dominated the race, but Moss was a class above Behra coming close to lapping his teammate. The two Ferraris of Peter Whitehead and Reg Parnell were not a serious threat but Whitehead did have the measure of the local drivers. Doug Whiteford's Talbot-Lago was the first non-Italian car home in eighth place. Moss's fastest lap of 1:52.2 (100.25 mph) was a new lap record for the Albert Park Circuit.



Moss with the steering wheel form his Lotus crash at Goodwood

1961, and Moss was back in Australia for the inaugural motor race meeting at the Warwick Farm circuit. Stirling led a group of prominent international drivers for the big open wheeler event. He appeared on the grid in his Lotus 18, with all the side panels removed, to create cooling airflow in the sweltering conditions. Despite many raised eye-

brows from officials and other drivers, the race started, Stirling shot to the front, and was never headed, winning with a big margin.
But in 1962 tragedy struck when he all but retired from racing after a major accident at Goodwood in a Lotus which put him in a coma for four weeks and then left him partially paralysed for another sixth months. Ironically, Moss was due to switch to a blue Rob Walker-run Ferrari in '62 after years of Enzo chasing him to join the factory team.
He made another brief appearance in Australia in 1969 when his premature baldness became an asset. Chrysler Australia used him to promote its hemi-headed six-cylinder engine, a cartoonist at the time equated his hairless dome to the motor's hemispherical combustion chamber.
In 1976 an opportunity was created for Moss to drive his first circuit event since his major accident at the Bathurst 1000 and he convinced his good friend Sir Jack Brabham, who had not driven competitively for five years, to do it with him. The pair lined up in a blue L34 Torana entered by Esmonds Motors of Queanbeyan with major sponsorship from Sydney radio station 2SM, Blues Union and Repco. Brabham had qualified the car in 10th, but he was left stranded on the start line with a gearbox issue when the flag dropped. He was then hit heavily from behind by the Triumph Dolomite Sprint of John Dellaca and Kerry Wade. The Moss-Brabham Torana was repaired and sent back out about three hours into the race, but it would eventually retire after completing just 37 laps when the engine blew while Moss was making his way into the cutting. "It is long to wait for such an anti-climax," Moss told Channel 7 after getting back to the pits. "It was very disappointing, it looks like a valve may have dropped..I was enjoying it even though we were some three hours behind."
1982 Moss was back again this time for the 'Tribute to the Champions' an even at Sandown park where international drivers in cars of their period would stage 'races' to woo the crowd. Along with Stirling there was Allan Jones, Denny Hulme, John Surtees, Jack Brabham and Fangio. Unfortunately Fangio pulled out at the last moment but in Melbourne things weren't going quite to plan. Whilst the drivers began arriving a few days before the weekend, to help them recover from jet lag, on the Thursday morning Paul Higgins, a prominent motoring writer and co-organiser of the event discovered something was amiss. The promoter had absconded with as much of the sponsorship funds as he could lay his hands on and left the country! This meant that many of the drivers assembled for the event were stranded in Australia as only their inbound flights had been paid for! Some had return tickets, but Stirling Moss had neither a return flight to London, nor a hotel in Melbourne, and no car to drive to get him to Sandown Park.
Jaguar Australia immediately stepped in and arranged to accommodate Stirling Moss in the Wentworth Hotel, provided a Jaguar sedan for him to drive, and purchased a First Class one-way airfare to London.

Stirling was a visitor to the Australian GP when it became part of the F1 calendar in 1885 and was a runner in 1986 in the "Climb the Eagle", event into the Adelaide hills with Fangio as a co-competitor. He also competed in the Targa Tasmania and the Classic Adelaide, always loved by fans and remained constantly popular in Australia
Stirling Moss will always be remembered as a legend whose fame transcended his unfulfilled potential. He was, by any definition, a gentleman racer. He was of a different era with different values, but his ruthless attitude to racing never abated.
TD



Sir Stirling preparing to "Climb to Eagle" 1986

SILLY MOTORING STORY INVOLVING A FUR BABY



Tom, in his stir-craziness, has asked for motoring stories. Well, mine also involves Aline Schagen.

Picture this – late 1985, yours truly very pregnant with Jen and a small black fur baby known as Moet. A toy poodle.

We had bought ourselves a used Kermit green BMW 528i with the impending growth of our family. Maurice and I had decided we would like one of Aline's works to add to our home so we visited Adrien and Aline at Harbord. Trustingly, we left Moet in the car thinking of course, nothing would happen and enjoyed their hospitality.

Some time later we returned to the car, with our beautiful painting of Bantry Bay by Aline to find that our cherished fur baby had eaten the hood lining of the 528. Shortly after the event we took the car to an upholsterer who said the front and rear windscreens would need to be removed for the work to be done. He also warned there was a high chance of damage to said screens in the process. Bravely we pushed on.

Yep, you guessed it. Not one but two windscreens went in the bin. The dog? Not so. We still loved him – see picture of Tom with Moet at a misty Catalina super sprint. Maurice and I were so shell shocked from the expense of fixing the hood lining, etc. we agreed to never speak of it again.

This dog, or its owners were so eccentric that we would take him in the Elan – along with baby Jen in the baby seat. He would hang his head out the window oblivious to the fur in his eyes. Good owners that we were we hit upon the idea of swimmer's goggles to help him. He loved them. Cars stopped alongside at the lights would goggle him in his goggles.



Imagine if you didn't do crazy shit in your life. What a waste……..

Anne

Innes Ireland, were he still alive, would have turned 90 on the 12th of this month

Robert McGregor Innes Ireland was born in Mytholmroyd, West Riding, Yorkshire. Those of us who are old enough, remember the 1960s as being the era of the two famous Scottish drivers Jim Clark and Jackie Stewart, but neither of these famous men was the first Scot to win a World Championship Grand Prix. That distinction fell to Innes Ireland and his victory in the 1961 United States Grand Prix at Watkins Glen. This race was also significant for two other reasons. It was the very first such triumph for Team Lotus and the Coventry Climax-engined Lotus 21 he drove was the last 4-cylinder car ever to win a Grand Prix until the turbo era in the late 80's

Ireland, the son of a Kirkcudbright vetinary surgeon enrolled as a Rolls-Royce apprentice in Glasgow, his earliest achievement of any distinction being to blow apart a two stage supercharged Rolls-Royce Merlin aero engine including the back end of the test house and ending his career with Rolls as well!



Dutch Soldiers help Innes at Zandvoort.

An elderly lady friend of the family generously left Innes a 3litre Bentley and he got the idea to take it racing. Before he could get round to that he was called up for National Service and went to Egypt as a member of the King's Own Scottish Borders. On his return from Suez crisis, he dived into the world of club racing, the Bentley doubling as his road car at the same time. As with most enthusiasts, the racing bug bit almost immediately and it wasn't long before Innes Ireland could be seen racing a Riley 9, all the time desperately hoping and saving for the car he really wanted, a Coventry Climax 1100-c.c.-engined Lotus Eleven. By the end of 1956 he achieved his ambition and embarked his racing career in 1957 in the Eleven. At this time Chapman was trying to establish his Lotus organisation as a serious racing car manufacturer and Ireland came to his attention, frequently proving very competitive against the works Lotus drivers. By the middle of the season he'd been recruited into the Lotus team for one or two races and by 1958 he became, more or less, a full-time Team Lotus member. In August Ireland scored an excellent victory in the three-hour Circuit of the Auvergne. That performance put him well in line for a works Lotus contract which he duly received in 1958. He also drove four races in 1958 at the wheel of Ecurie Ecosse Jaguar D-types and, he remembers fondly "only managed to scrape the odd corner".



Always the larrikin.

Ireland made his Grand Prix debut at Zandvoort where he drove his Lotus 16 into fourth place behind Jo Bonnier's winning BRM. For 1960, Chapman followed the trend started by Cooper and introduced the first of his rear-engined car the 2.1-litre Climax-engined Lotus 18. It was in that year that Ireland attracted a great deal of publicity in the "popular press" after his Lotus 18 beat Moss' 1959 Cooper-Climax by just under 3 sec. to win the non-championship Formula 1Goodwood International 100-mile race. He also won the BRDC F1International Trophy after Moss' Cooper retired while leading, but freely admits that too much publicity attached to both these victories bearing in mind just how superior his car actually was. They were however, the first F1 victories for Lotus. Later in the season, Jim Clark was invited into the team to drive alongside Ireland and his close friend Alan Stacey, only for Stacey to be killed during the tragic 1960 Belgian Grand Prix, a race which also cost the life of another British driver Chris Bristow.

Innes admits that at this time, he began to wonder just how dependable Chapmans cars were but he continued into his third season with Lotus all the same. Jim Clark joined the team as his regular "number two" although in fact there seemed little doubt that their status was in fact "joint number one".
Following the Monza tragedy, in which Wolfgang von Trips and several spectators were killed when the German's Ferrari collided with Clark's Lotus under braking for the Parabolica, the Ferrari team did not attend the United States Grand Prix. During the race Brabham's Cooper and Moss' Rob Walker entered Lotus dropped out and Innes inherited a comfortable lead in the race at Watkins Glen which he won by over a minute from Gurney's Porsche after 100 laps' racing with his fuel pressure reading zero for the last 5 laps of the race. Even before the season ended, Innes was dropped from Team Lotus in favour of the young Clark.
Innes recalls "Going into 1962 I agreed to drive for the UDT Laystall team run by Ken Gregory and Alfred Moss, driving Lotus-Climax 24s. Less than 24 hours after accepting their offer I received a much more attractive offer, an invitation to join Graham Hill in the works BRM team. But I felt I'd given my word to UDT Laystall and there wasn't any way in which I could go back on it."



With Chapman after winning the US Grand Prix in 1961

In 1962 Ireland won a non-Championship race at Crystal Palace and scored only a single Championship point, in the South African Grand Prix, in his privately owned Lotus. In 1963 the light-green UDL cars were run under the banner of the British Racing Partnership and American driver Jim Hall, later to become better known for his Chaparral sports cars, joined the team as his number two. Ireland had a rather more promising season highlighted by a win in the Glover Trophy at Goodwood before BRP went on to build their own BRM V8-engined cars for 1964.
Ireland opened the 1964 season with an excellent win at Snetterton at the wheel of one of these cars, having just recovered from injuries sustained in a sports car accident in America. But there was very little success in store for either Innes or his team-mate Trevor Taylor, another ex Lotus driver. "They were very nicely made racing cars," Ireland commented about the BRPs, "although they had a problem early in the season with the suspension. You would set the car up for a corner and it would suddenly give a huge lurch mid-way round. I flew off the road at Abbey Curve during the International Trophy at Silverstone for just this reason. Tony Robinson later modified the suspension and they were a lot better." But BRP were refused membership of the Formula One Constructors Association for 1965 and accordingly had to shut their doors and withdraw from racing.
From that point on Ireland moved gradually into retirement, driving several races in 1965 for the Parnell Lotus-BRM team and later for private owner Bernard White in a Ford GT40 and a 2-litre Tasman BRM P261 V8, the Mexican Grand Prix of 1966. This was the last Formula One race of his career.
Innes then took a change of career and turned to journalism. He spent three enjoyable years as Sports Editor of *Autocar*. Its pretty hard to imagine Innes in a desk job. In fact it's surprising that he stayed for so long; "I don't think they were very impressed when they found I was shooting in Argyll for a couple of days when the Publishing Director wanted to know where I was," he recalled.
Although away from the circuits as a regular competitor, the lure of such long distance marathons, as the London-to-Sydney and the World Cup Rally proved too much for Innes. "We did all three, usually in a Mercedes with Andy Hedges and Mike Taylor. Like everything else, it was a challenge, something to do. I always loved the exhilaration of long-distance driving.". Innes died of cancer in October 193, he was 62 years old.
TD

Well this Chinese Virus lock-down/ isolation thing has achieved something at least.

I finally did a watercolour of my old love - having owned it for 45 years and raced it for 30 years over most circuits in Australia. We had a lot of fun together. These days it is with a new custodian.



She raced at Warwick Farm in the 1960s and amongst other places, I took her to the inaugural historic meetings at Phillip Island, Eastern Creek (now Sydney Motor Sport Park), Sandown Park, Oran Park and Wakefield Park. We also ran at the last historic meeting at Oran Park and the very last race meeting at Amaroo Park (*which reminds me that our class lap records at those defunct circuits are now in perpetuity – yay!).* Bathurst, Lakeside, Mallala, the list goes on. And she has been driven by Sir John Whitmore and Chris Barber amongst others.



Brian's favorite photo of Stirling Moss, for obvious reasons!!

Lots of great times racing with great people.

Brian Caldersmith

55 Years ago this month, Jim Clark and Lotus were on their way to second world Championships



Fifty five years ago this month Jim Clark would score 2 Grand Prix wins that would go to propel him to this second formula one championship. The first of these on the 13th June 1965 at the Spa Francorchamps circuit for the Belgian GP.

Team Lotus arrived with 3 cars. For the first qualifying session the sensation was a young Scotsman who had never driven at Spa before, Jackie Stewart breaking the 4 minute mark after only a few laps in his BRM. In the Lotus pits, Jim Clark was not having much joy and had barely got settled in when and oil leak brought him into the pits. Problems continues to bother Clark who was in and out without ever getting a good set of laps. Finally he managed 3minute 47 secs which put him second to Hill in the other BRM, with Stewart on the other side of the first row of the 3 car wide grid.

Race day, whilst fine in the morning, but quickly clouded over and by race time it was certain to rain. This made most team switch to rain tyres. At 3.30 the flag fell and the 19 starters took off in heavy rain. On the front row of the grid, Clark was flanked by the BRM's of Hill and Stewart. Their plan was to squeeze him out of the front line and into 3rd position. Well, that was never going to happen. Hill managed to grab the lead closely followed by Clark and Stewart. Powering down Masta straight at 140mph visibility through the plumes of spray was zero, so everyone kept their distance. Except Clark. By the end of the first lap Clark now lead, with Hill in second place, then Stewart, Surtees in a Ferrari, Ginther in a Honda, McLaren in a Cooper then Bonnier, Gurney, Siffet and Brabham, all driving Brabham's. By lap 3 Stewart was past his teammate Hill and into second. But lap after lap, Clarks lead continued to grow, he was soon so far in front of Stewart that Jackie also had a spray-free track in front of him. But to understand how treacherous the track was, Clark was lapping some 30 seconds slower





than his practice time. He was now starting to lap cars with ease and was up to 45 seconds ahead of Stewart. In the end Jimmy had overtaken both Graham Hill and Bruce McLaren who were running in third and fourth. The two Scotsmen were the only 2 on the same lap when they finished the race, albeit Stewart almost a minute behind.

In 1965, the French could not decide where to hold their Grand Prix, tossing up between Reims and Rouen, but in the end a newer circuit was chosen, the Circuit of Charade near the town of Clermont Ferrand. Lotus turned up with 3 cars two of them new Lotus 33's and the other, Clarks old 1963 Lotus 25 R6 brought up to 33 specs.

Practice on the Friday before the race saw Clark in trouble again, when his rear suspension collapsed and he had to hitch a ride on the back of Surtees's Ferrari. In fact there was a lot of coming back to the pits on the back of racing cars as the circuit had no internal roads and only a couple of external ones. In the Brabham pits, Jack decided to give his drive to Denny Hulme, who was contracted to the team and was due a drive, besides which, Denny had already driven the circuit previously. A smart move, as it happened as Hulme recorded FTD at the end of this session.

Saturday practice saw Clark's 33 fail him again when the 32 valve Climax engine blew up. A rather pissed-off Jim, took his old car out but his bad mood soon evaporated when he got FTD.

Race day whilst dubious in the morning was fine for the 3.00 pm start, then, to quote Dennis Jenkinson writing in Motor Sport "It almost goes without saying that Clark took the lead on the first corner and ran away from everyone." By half way, Clark had a 15 second lead over Stewart in his BRM. On the 34th lap, Clark lapped Graham Hill and set a new lap record, and at the end, Clark crossed the finish line 30 seconds ahead of Stewart in what Colin Chapman described as a "typical Clark race"



TD

Geoff Winder gives us a look at his latest project on his Esprit VQ

More fun from the Esprit VQ garage.

Well it may be said, "Don't sweat the little things". After doing battle for the last 6 months with our house's Development Application, I really wasn't in the mood to get up to my armpits in Esprit VQ throttle mechanism (A story for another day)!! The council just couldn't understand why I MUST have 200 SQM of garage!! Needless to say they won the argument.



So I decided to ease in with a" fun project". The Esprit rear tailgate is opened with a lever placed just behind the drivers left shoulder shown here.

When trimming the car we just cut a hole in the carpet and left it pretty much as is. Lotus use a Vacuum formed bezel that was broken when I received the car. It is really quite cheap and nasty (shown below). I wanted to do something a bit different with carbon fibre.





Last year the girls gave me a 3D printer for my birthday which has been a lot of fun (and frustration). My plan was to use the 3D printed bezel as a buck for the eventual carbon moulding.

I have long since installed an electric hatch opener (I still wanted the manual pull handle as a backup) and electric petrol flap releases in the car. So this was my initial prototype.

With the proof of concept sorted. I finalised the drawings in Fusion 360 and was ready. As you can se I decided to include a switch for the eventual electrification of the front bonnet.

At this stage I started to entertain the idea of simply making the item from the 3D print and installing it without the need to go to Carbon. The only concern is that PLA, the beginners plastic of choice for 3D printing, is not really suitable for environments over 60 Deg C, as it can soften and warp. I figure a hot Sydney day with the part in direct sunlight and its surface temperature will easily get there. So I purchased a roll of ASA which is a slightly more print friendly version of ABS, suitable for temps up to 110 Deg C. I read up on suggestions and tips on the web and set the 14 hours to print.



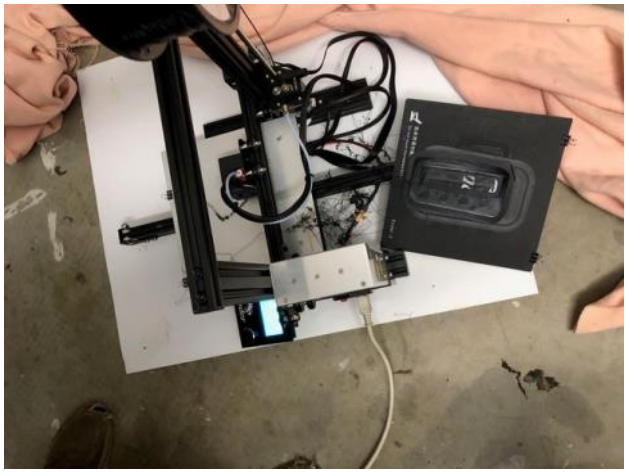
The first picture, my first print with ASA, is the best result I have had. The whole printer was placed in a box with blankets to keep the heat in (and a smoke detector on top). The bed was set at 100 deg C. However the next morning I has greeted with this mess.

The following morning after some modifications to the design and printer settings. I was greeted with a pile of spaghetti and the build plate, with print still attached, was

forcibly ejected from the print platform. Due to more warping in the print.

After 2 more exercises in creating scrap plastic. I decided that perhaps ASA was just not something I was going to master with this design and my printer. I have purchased some PET-G which is supposedly much easier to print that ASA but can handle temps of over 80 Deg C.

However I couldn't wait for the delivery so I went ahead and printed a PLA version of the final model which came





out perfectly. After a gentle sand and paint (with vinyl paint left over from some other interior parts and matched to the leather colour) I was left with this.

Since I have come this far, I will install this version and see how it survives. Lets face it, my cars don't get exposed to full sun very often and If it does bend, well I still have the drawings and printer.

With switches

The original plan was to back-light the graphics but I decided that was probably a bit over the top.

So I settled for white acrylic paint. Yes this means my secret life of paint injecting, is now public knowledge, but in the interest of art I must share... As you can see by the 4th injection I am starting to get a bit wobbly.



All tidied up now and ready for final assembly and installation.

Sorted!

Geoff.


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
Cancelled
Spring Festival
August 29 - 30
Wakefield Park
Summer Festival
November 28 - 29
Sydney Motorsport Park
WWW.HSRCA.COM
GUARDIANS
HISTORIC RACING
HSRCA

The 1970 Dutch Grand Prix was held on this month fifty years ago.

Finally the new Lotus 72C was ready and performing perfectly. Jochen Rindt had the new 72C , John Miles had a 72B and Rindt put his on pole position,



Jochen Rindt in the Lotus 72C at the Dutch GP

Elsewhere in the pits there was pandemonium. Most of the teams were relying on Cosworth engines and there was a shortage, especially amongst the teams lower down the ladder. The March team arrived in a shambles, 3 cars and only one engine. Qualifying 9th for Frank Williams Racing was Piers Courage* De Tomaso 505/38/2.

The evening before race day a huge North Sea mist moved over Zandvoort almost obliterating the town and the circuit. Thankfully by morning it had started to recede. The start of Dutch GP's were always a bit of a joke, this time the starter was in the centre of the track when the 30 second signal was raised. It took him anther 25 seconds to realise that that probably wasn't the best place to be at the start of a F1 race, so he took off over the safety barrier and onto his rostrum. Rindt and Stewart on the front line were starting to creep. Both checked their cars when the starter hurriedly dropped the flag and Jackie Ickx took off and led into the first corner with chaos behind him.



Rindt has just got past Ickx

As the cars entered the straight at the end of the first lap it was Ickx (Ferrari), Rindt (Lotus), Oliver (BRM), Stewart (March), Miles (Lotus), Rodriguez (BRM), Cour-

Rodriguez (BRM), Courage (De Tomaso). As Icks went into Tarzan on lap 3, Rindt blasted past outside him and into the lead, and that was that. Rindt was untouchable and left everyone in his wake.

By the end of lap 20, Rindt was so far in front that he had the tail enders in sight. But on lap 23, a hush fell over the crowd as a column of flames and smoke rose high over the sand dunes surrounding the circuit, and Piers Courage and Jo Siffert had not come round. Siffert's engine had blown up and he was stopped trackside, but Piers Courage was dead.



The wreckage of Pies Courage's De Tomaso

Something on the De Tomaso had broken, the car left the track and disintegrated as it hit the dunes, exploded into flames spurred on by the magnesium that the De Tomaso was constructed of. It is presumed that a wheel hit Piers on the head, dislodging his helmet and killing him instantly. The ferocity of the fire and the length of time it took to put it out meant there was little left to tell the cause of the accident. After 80 laps Rindt took the chequered flag with Stewart on the same lap, the rest of the field were immediately flagged off, and they all now knew what they had feared since passing the burnt out wreckage for the last 50 laps. Th e prize giving, and festivities were cancelled. Rindt had won his third Grand Prix, and the Lotus 72, its first.



Piers Courage

*Piers Courage was the heir to the Courage brewery empire. To satisfy his racing urge his parents bought him a Lotus 7 for club racing. He soon graduated to Formula 3. Next, he came to the notice of Colin Chapman who gave him a Lotus 41 drive. In this car he won several races and after Clarks death in 1968 was offered a Lotus F1 seat. However he had already signed with BRM which was probably not a very good decision, and this became clear after a miserable season. Around this time the was also sharing a flat with the then penniless Frank Williams. In 1969, he chose to join Frank who had decided to start his own racing team with a Brabham BT26. For that season, Piers got a couple of second places and 14 points. Frank thought the gods had smiled on him when, for 1970, Alejandro De Tomaso, who was trying to break into Formula 1, approached Williams with the offer of 3 F1 cars, for free for the 1970 season. Frank jumped at the chance but the season was full of DNFs before Zandvoort. Piers Courage was 28 when he died.

TD

2019 COMBINED SPORTS CAR ASSOCIATION SPRINT SERIES DRIVERS CHAMPION REX HODDER

The 2019 CSCA Drivers' Championship was won by Rex Hodder, who piloted his 2004 S2 Lotus Exige to victory ahead of a very closely-matched duel between Martin Duursma and Liam Sheppard. We caught up with Rex to share some of his history.



I am one of the original members of Club Lotus Australia and hold membership number 11. I have been competing with the Combined Sports Car Association since it commenced in the early '70s.
My Lotus cars include an S4 Elan roadster, which currently awaits restoration, an S1 Elise, which I am working to keep original and nice, and an S2 Exige in which I currently compete. I purchased the Elan in 1975, the Exige in 2004 and the Elise in 2009.

Since the commencement of the CSCA I have won both class and overall CSCA championships in both the Elan and Exige. In the Elan I was also successful in winning my class several times in the State Hillclimb Championship and I have won my class several times in the State Supersprint Championship driving the Exige.
The competitive side of CSCA events has always been of interest to me, although possibly more so in years gone by, when I pushed harder in series like the State Supersprint Championship. Although I enjoy the competition, the friendship and camaraderie in the Lotus club and at CSCA events is what brings me back.

At each event, the total time spent in the car is less than an hour. You spend the balance of the day, which is most of it, socialising with other competitors and sharing stories, tips and jokes. Thanks to that, I've formed long lasting friendships with people from the Lotus club as well as the many other marques who compete with the CSCA.
When I first started, most of us were single or newly married. In the years that have followed we've made families and careers; built businesses. Many of these things pulled us away from the sport at times. However, the sprint days have always been there to bring us back together and make sure we keep in touch.



I've been part of other clubs; driven other cars, but I keep coming back to the Lotus. The people in the Lotus club are down to earth, relaxed and friendly. There's a mix of people who are there for the competitive aspect and those for whom the competition is just a good reason to get together with friends.
We have a good tool to use as well. Lotuses seem to improve your ability – or at least make your ability look better!

That said, don't turn up and expect to be fast – if you

do that you'll be disappointed. Some of the people you're driving with have been doing it for decades. Take the time to chat with them and learn from their experience; pay attention to what other people are doing out on the track.
If you're going to spend some money on your performance, spend it on driver training. You'll improve much more with that than anything else, and you'll do so more safely. As you progress, look at your seat

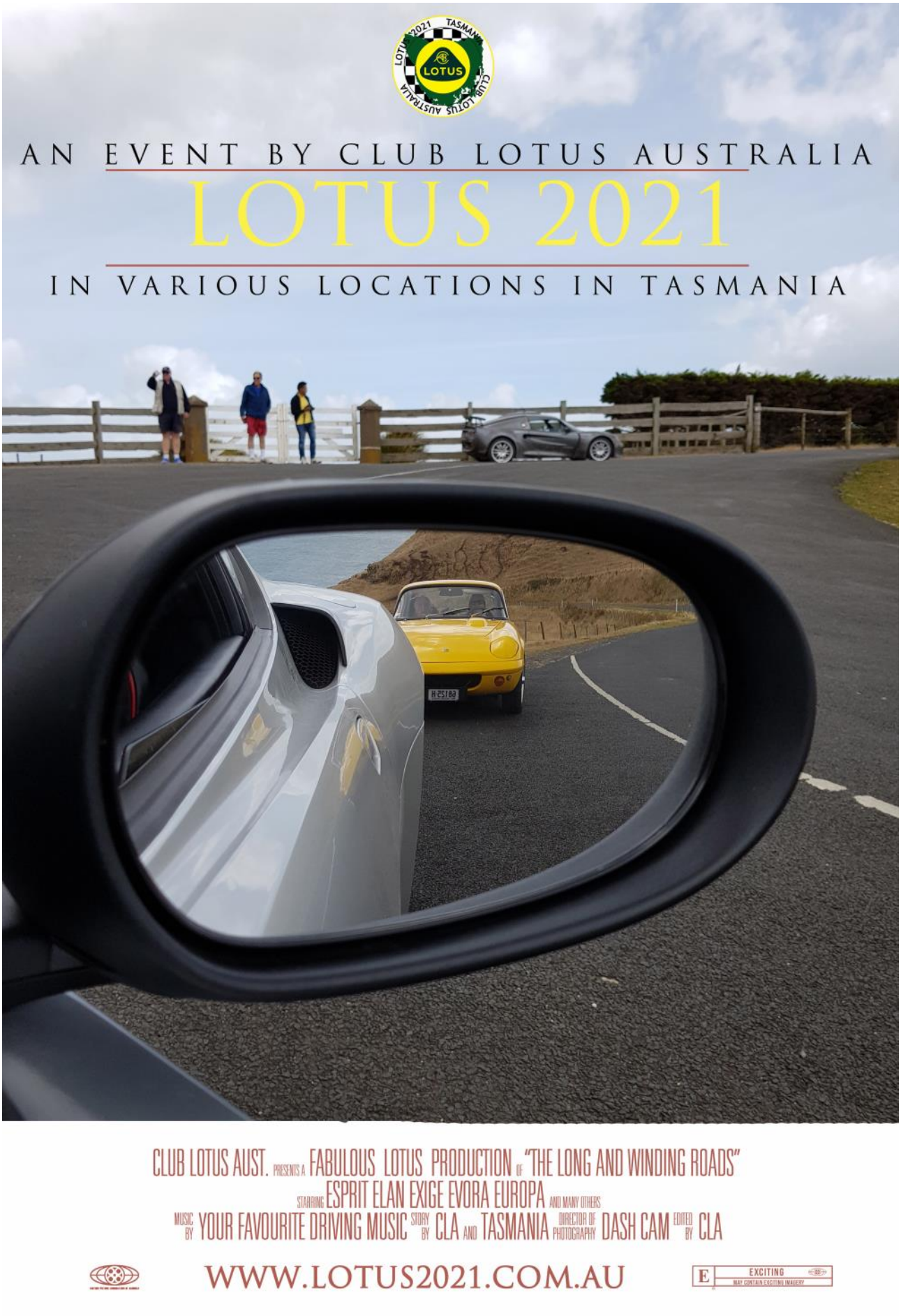




and a full harness – things that connect you with the car and help you feel and understand the information it's giving you.

Take the time to learn about your car and discover how different driving on the track is compared with the road, because it is unbelievably so. You don't, or most definitely shouldn't, get anywhere near the limits of your car on the road. On the track you start to understand the differences in technical aspects, things like tyre pressures and potential performance issues. You'll also appreciate what a brilliant machine a Lotus is.
For anyone who's interested I'd say to come along, have a look at what's going on and say 'Hi!' to a few people. You'll not only enjoy the opportunity to get more out of your car, but it will also introduce you a wonderful community.

Rex was interviewed by Seth Reinhardt


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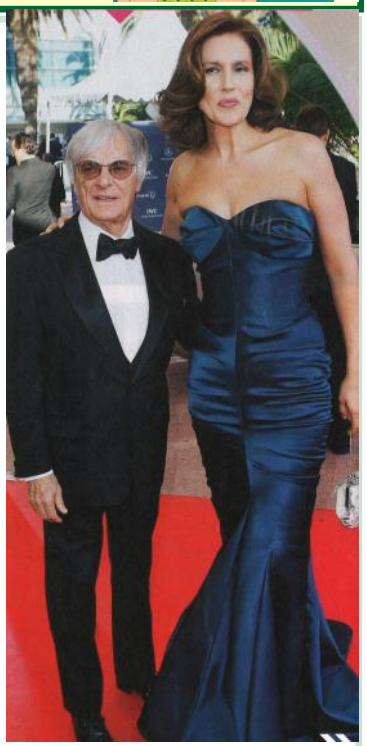
Answer to last months "Now who Said That?"



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

Our long time font of knowledge, Anne Blackwood came up with the correct answer,

Bernie Ecclestone



Bernie with wife No2 Slavica Radic
The 2009 divorce cost$1.7Billion

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is

"And Chapman, to my complete surprise, and looking down at his feet said 'Oh, I wont be requiring your services next year' That was it, that was the end of my association with Team Lotus".

And remember, the quoted person is mentioned somewhere in this newsletter and a further hint, this took place in the later part of 1961, There! I've given it away!!

CLA NSW 2020 Diary

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

CLA SA 2020 Diary

Month	Day Date	Event	Location
June	Sunday, June 7, 2020	Monthly Lotus Meetup	Suspended
	Sunday, June 7, 2020	SA v Vic MSCA Challenge	Suspended
July	Monday, June 8, 2020	Lotus Interstate Challenge	The Bend (Open Track Day)
	Friday, June 26, 2020	Open Track Day	The Bend
	Sunday, June 28, 2020	SCCSA	Collingrove Hillcimb Wintercup
	Sunday, July 5, 2020	Monthly Lotus Meetup	
	Monday, July 13, 2020	LOTD	Wakefield Park
	Sunday, July 19, 2020	SCCSA Multiclub	Collingrove Hillclimb
	Sunday, July 26, 2020	MSCA Supersprint	Malalla
August	Sunday, August 2, 2020	Monthly Lotus Meetup	
	Sunday, August 9, 2020	SCCSA	Collingrove Hillclimb
	Saturday, August 22, 2020	SCCSA Come N Try Hillclimb –	Collingrove
	Sunday, August 23, 2020	SCCSA Multiclub	Collingrove Hillcimb
	Sunday, August 30, 2020	MSCA Supersprint –	Malalla
September	Sunday, September 6, 2020	Monthly Lotus Meetup	
October	Sunday, October 4, 2020	Monthly Lotus Meetup	
	Sunday, October 4, 2020	MSCA Supersprint –	The Bend
November	Sunday, November 1, 2020	Monthly Lotus Meetup	
	Sunday, November 15, 2020	MSCA Supersprint –	Malalla
December	TBA Dec	Christmas Meetup and Lunch	

CLA WA 2020 Diary

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

For Sale
Lotus Elan+2, 1969 Black Badge



We've owned the Lotus for over 20 years. It has hardly been driven in the last 10 years. It has been kept garaged in museum conditions. Engine works as listed below are complete, however the engine has not been placed back into the car and would need to be reassembled by new owner.

Car condition:

Engine: New pistons, new water pump, electronic distributor and alternator. New 1¾ SU carbys (Not run in yet)

Car: Trim/console repairs with removable head rests. New windscreen, muffler, electronic fuel pump, rear calliper rebuild plus isolation switch. Radiator rebuilt, modified and relocated.

Body: No damage, has some stress cracks (surface only). Pop-up headlights working well, as are the electric windows. Has original tool kit and radio. 1lt paint will be supplied with the car.

$20,000



Also available, Spare parts as follows,

- Original Stromberg CD carbys & Air box
- Air cleaner
- Distributor parts
- Generator
- Starter motor
- Half shafts with doughnuts
- Cam cover, and
- Original workshop manual.

Car and parts $25,000



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



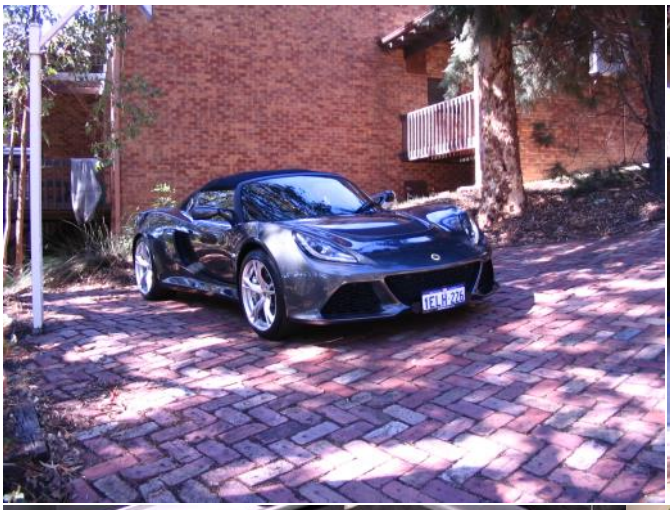


For Sale

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

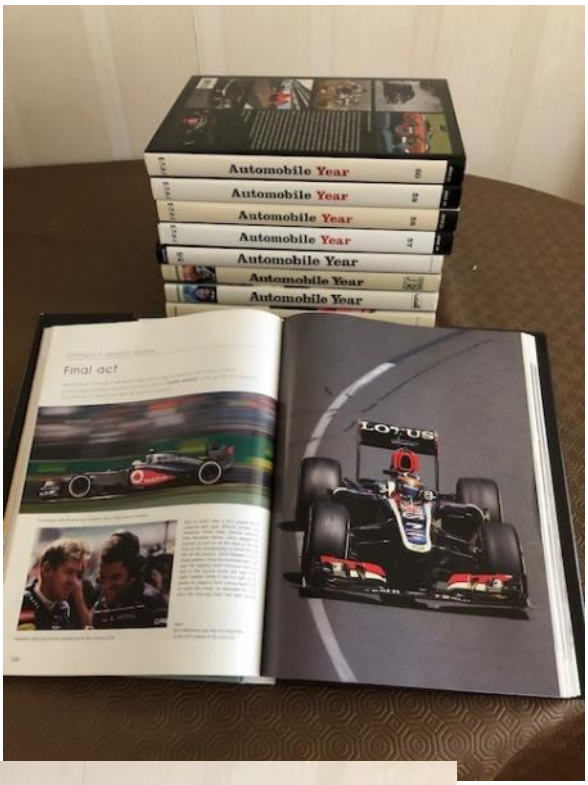
A complete set of Automobile year (All in English)

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



