JULY 2020



Chunky's Chatter

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



Inside this issue

- Some special anniversaries for Lotus this month.
- Syd Reinhardt tells us the fascinating story of his early days of motor racing in South Africa.
- The Europa boys are first to break the lockdown.
- The CSCA in NSW returns and its on a new circuit.

Club Lotus Australia
July 2020

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

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

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

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COVER PHOTO Jochen Rindt in a Lotus 72 leads the 1970 French Grand Prix, 50 years ago this month.

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

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Presidents Prattle
With Ashton Roskill



Hey there

We appear to be gradually regaining some sense of normality as the country (except Victoria) starts to get used to the new normal post-COVID.

Social distancing is likely to be with us for a while yet (likely until either COVID is eradicated and/or a vaccine is available.

Good news is that we are now allowed to drive our cars (including the Historic registered ones) again for pleasure. I can imagine the various revenue-generating agencies in Government including the police probably put pressure on for this to happen, as there has been an abnormally high level of presence and pressure I've noticed - presumably trying to make up some of the lost revenue. Be careful!

However with some clear guidelines in place, events are starting to appear back on the calendar:

- Next Saturday (18th) we have the first LOTD of the year at Wakefield Park. Sadly the Victorians will be unable to attend but we are hoping for a fun filled day with friends nonetheless;

- Next Saturday (18th) also sees the CSCA series get back underway at Marulan;

- Next Sunday (19th) we are planning to reconvene the Tyre Kick and Coffee at the Kokoda Cafe with appropriate social distancing being observed please; and

- August 28-30 will see HSRCA run their Spring Festival at Wakefield Park with a huge turnout expected.

Aside from the rather dull issue of COVID and lockdown we continue to hold our breath regarding the likelihood of Lotus 2021 going ahead in February next year. We still hope to be in Tasmania then but will make the decision in September.

Hoping you have all completed your projects, sorted out the garden, tidied the garage and generally caught up on all those tasks on your to do list? I haven't!

Take care of yourselves and your loved ones, have fun, and keep it upright and on the blackstuff; I look forward to catching up with lots of you over the next few weeks of events,

Pip pip

Ashton

From the Editor Tom Devitt



Now I have a bit of a confession to make to our readers, whilst Jim Clark remains my top F1 driver of all times, the drive that I hold as the best ever, is Tazio Nuvolari and the German GP of 1935, it just so happens that this took place 85 years ago this month, so I had to have a bit of a relook. This month, 50 and 55 years ago also saw some great Lotus victories which we will have a quick look at also. And finally a less exciting anniversary but a bit of a milestone for me, this month marks the 10th year I have been producing this monthly newsletter. A sad issue for my first, as I had to tell the members that our very close friend Owen Wuillemin had passed away.

Good to see the gradual withdrawal of restrictions in NSW and to celebrate this the Europa boys were first to get their cars out. On Saturday 20th June over a dozen of them took to their cars for a day out. Peter Eppel tells the story on page 7.

A great story from Syd Reinhardt of his introduction to fast cars and motorsport in South Africa a really fascinating tale of times long gone!

The other great news for the month is that the CSCA has returned to running events in NSW. The first of these will be held at a new circuit Pheasant Wood. This is the old Marulan driving training circuit but now upgraded to a proper circuit. It has plenty of corners both fast and slow so is ideally suited to cars with teriffic road holding capabilities, and you don't need me to tell you what is the best make of car for this.

Tom



Owen from the front cover of the July 2010 Newsletter

The next NSW CSCA event will be held as a new circuit, Pheasant Wood.

Back to 1992, Garry and Natalie Willmington commenced building a driver training circuit near Marulan. Known as the Marulan Driving Centre it was a 1.2 kilometre-long, eight-metre wide circuit..

Designed for defensive and advanced driver training, race driver training, kids' driver training from the age of eight, corporate events, skid circuit hire, vehicle manufacturers' evaluation and launch days. The driving centre was also available for staff and team bonding days, car club track days, company fleet programmes, private venue hire and race licence tests. The major drawback for club level motorsport was that the track was only wide enough in a couple of places to allow for overtaking.

In November, 2016, the facility was purchased by Steve Shelley who wanted to upgrade the facility to a world-class circuit and undertook a $7,000,000 transformation. This included removing the speedway track from the middle of the circuit and extending the original layout.

Cameron, Shelly's brother and now General Manager, undertook the job of overseeing a team of local contractors to remove the old track and create a new one. The circuit has been significantly upgraded in layout, safety and amenities. Besides being widened, it has been lengthened to 1.6 kilometres all within the perimeter of the original circuit.

The track from the top to the bottom has an elevation change of 13 metres. Significantly, some of the corners camber alleviates, to an extent, the worry of contacting many of the concrete walls. The circuit now averages a width of 14 metres (and up to 18 metres) It contains a challenging, late-apex hairpin with five degrees of positive camber and plenty of runoff area. It then dives downhill towards a long, banked, constant-radius right-hand hairpin which is faster than it looks. The circuit doubles back on itself through another cambered corner, going to the left as it heads slightly downhill in an opening-radius corner that sees cars increase speed on corner exit. The road then opens up and gently curves to the left through Turn 4, before climbing uphill into Turn 5 , a right-hander with a good inside passing opportunity.

From there, a short straight end at the 90-degree to the right at Turn 6 before dropping downhill towards the fast, right-hand Turn 7. The kink can be tricky as at that part of the track, the driver must brake and set



up for the left-handed Turn 8 that has negative 1.5 degrees of camber. The track sweeps right at Turn 9 which is cambered 17 degrees at the apex, and allows for a fast exit back onto the start-finish straight. The best lap time so far recorded is by Garth Walden in a Radical at 50.3 seconds. The quickest to circulate in a rear wheel drive production car to date is Matt Cole in a Mazda RX7 while the best achieved in an 4WD is Greg Boyle aboard a Nissan Skyline GTR R32.
The Track-Side Cafe provides cooked food on order, casual meals, coffee, drinks, etc. There are covered pit carports and an event air-conditioned race control and operations suite.
.
The name Pheasant Wood Circuit has an interesting origin. Shelley's great grandfather Herbert Thomas Bolt, was a World War I casualty, killed in action at Fromelles, France on July 20, 1916. The military cemetery in Fromelles, where he is buried, is called Pheasant Wood.
There are many accommodation options when required within a 40-kilometre radius with Marulan the closest, along with Bundanoon to the north and Goulburn in the other direction, there is a host of hotel, motel and home-style offerings within in close vicinity.

TRACK INFO:
Track Length: 1.6 kilometres
Track width: 12 to 18 metres
Track Corners: Nine
Track camber: -1.5 to +7 degrees



Track Density: Sprints 25 cars, Regularity 30 cars
Track licence: Motorsport Australia clockwise for Sprints, Supersprints and Regularity; anti-clockwise for Hillclimb – pitlane to T4, AASA held events also
Located 1.1km along Prairie Oak Road, which is located 3km along Jerrara Road off the Hume Highway. It is five minutes from Marulan. From Sydney, it is around an hour and 45 minutes south-west and 120kms heading north from Canberra. Minimum race licence requirements: Pheasant Wood Event Licence (obtained by completing an Observed Licence Test).
Website: www.pheasantwood.com.au
Phone: 02 4841 1422

NSW Europa boys are the first marque to break out of Isolation!!

Europa owners had a big day out on Saturday 20th June, organised by Chris Reid. They headed south by various routes and met at the home of Russell Pollock to check progress on his restoration of a Europa Special. The real highlight was the morning tea with homemade cakes put on by his wife Kay. They later adjourned to the North Wollongong Hotel for a very pleasant lunch. Photos attached. Other



L to R, the Europa's are Peter Eppel's Regency Red T/C, Chris Reid's white T/C, Grahame Burton's yellow S2, Mark Hawwa's silver S2, Bob Barker's white Super Europa, Alexander Stollznow's red S2, John Pymble's black and gold S2 and Olivier Loyez's Europa which he cleverly disguised as green Exige for the day.

attendees were Grant Karsten with his wife plus daughter Nicola getting the hours up on her Ls and Grahame's F. Ford mate Keith Ubel and all the way from Diamond. Beach, the Europa Registrar himself Bob Jarman. Many thanks to Chris, Russell and Kay.

PS. To bring us 'up to date', later in the day, my mate Claudio turned up at Russell's with his new Alfa Romeo 4C. What a beautiful car. Claudio kindly let me lead up Mt Kiera. I don't think he had any trouble keeping up.

Peter Eppel





Russell Pollock's progress on his restoration of a Europa Special.



Claudio's Alfa 4C behind Peters Europa.

Rt. All the gang at lunch



July marks the 50th anniversary of the Lotus 72 coming to ascendancy.



In the early days of July 1970, Jochen Rindt and Team Lotus arrived in France at the Circuit de Charade neat the town of Clermont-Ferrand for the French Grand Prix. In the world championship points score Jochen was only a whisker behind Jackie Stewart (18 to 19). But the race held little interest to Rindt who only a couple of weeks earlier had been at his good friend Piers Courage's, graveside burial.

His car, the Lotus 72 was now in its peak of performance, certainly as far as handling and this circuit was a handling circuit. Chapman however was worried, The V12 engines that powered Ferrari and Matra were becoming a threat and in the first practice session, the Cosworth powered cars were not in the race. In the Lotus pits, a rather despondent Rindt reluctantly tried on the latest in helmets, the full face Bell-Star but was back in after a couple of laps complaining that the helmet was too hot and reverted to his open front one. Not the luckiest of moves, since 20 minutes later he was back in the pits holding his hand to his cheek. Beltoise's Matra had thrown up a large stone which hit the closely following Rindt in the face. A band-aid was a quick fix to an injury that later required 4 stitches.

In Saturday practice, Jochen was clearly trying harder and whilst the V12's of Icks and Beltoise were still quickest, he was only 0.1 second slower. For race day, Rindt and Chapman decided that rather that go flat out from the start, they would play a wait and see game.

When the flag dropped, as expected The Matra and Ferrari of Beltoise and Icks took off and left the rest of the field behind. For a while Stewart stayed with them but was soon 7 seconds adrift of them and soon pulled off with a sick car. On lap 7 Jochen passes Amon and was now in third, but a whopping 10 seconds behind. Then, the mood of the race started to change. At the 15-lap mark Icks engine went off song and he spluttered into the pits. Beltoise however driving a French car at the French GP was ecstatic as were the spectators and his lead over Rindt was now 17 seconds. Jochen however, had a plan forming. "I had become aware that I could worry any driver simply by appearing in his rear-view mirror. I thought it would be interesting..to observe how Beltoise would react to his pit signals if I started catching up"



For lap 21 Rindt did a 3 minute.00.86, a new lap record and now 9 seconds behind. But all was not well with the Matra which was evidently leaking oil and Beltoise thought, some problem with this rear tyres. On lap 25 Rindt was right behind him

and shaking his fist to be allowed to overtake as the remaining field started to catch up. When the Matra pulled into the pits Jochen was in the lead with Amon in a March on his tail. Rindt then put in a couple of blistering laps to get 7 seconds ahead of Amon, and that was that, the March simply gave up the chase. The Lotus completed the race for a relatively easy win and the cars second consecutive victory. Jochen now led the drivers' Championship and Lotus the Constructors. That evening, Rindt told Heinz Pruller "What the Lotus 72 needs is an undulation and somewhat bumpy surface. I know a circuit to which the car will be ideally suited, Brands Hatch".



Eva Rueber-Staier Miss World

And on July 15th, 1970 Rindt and Team Lotus arrived there. Jochen had already told Colin that he intended to retire at the end of the season, so Chapman was on the lookout for a new driver. He chose a young Brazilian, Emerson Fittipaldi who had a great record in Formula Ford and Formula Three, and gave him a seat in the old 49C/R10. But Rindt was the hero of the day, even Eva Rueber-Staier the current Miss World, also an Austrian, was flown to Hethel so that Jochen could talk to her on TV. The atmosphere at Lotus was also over the moon with the press office giving our boxes of ties imprinted with "Threefold winner of the Constructors Championship', because they were confident they would have to have new ones made for the coming year.

During the first practice session Jochen left the rest of the drivers in the dust with a time of1minute 24.8 a lead of almost 1 second. "Don't touch the car, its bloody marvelous" Jochen told Colin. In fact, Rindt didn't even want to practice the next day but Chapman insisted. The day was a disaster and he could not get within 2 seconds of his time the previous day and the Firestones on the Lotus were no match for the Brabham's Goodyears on the now greasy track. As a result, Jack Brabham finished the day equaling Rindts best time, so the front row of the grid for race day was Rindt, Brabham and Ickx.

From the start, Ickx's took off into the lead followed by Brabham and Rindt. After 6 laps it was clear that the Ferrari was in trouble, at that moment Rindt dived inside Brabham and into the lead. Initially Jochen pulled away, bit Jack was soon up his tail and there was nothing Rindt could do. The longer the race went on the more slippery the track became and the more tenuous was Jochen's lead. On lap 68, Rindt had a moment at Clearways, and this was just the thing Jack had been waiting for, he lashed past an set a new lap record for the lap as well. Rindt's handling was further deteriorating so he settled for a safe second spot whilst Brabham cleared away to a certain victory. Then suddenly it was Monaco all over again but this time just bad luck. On the last lap at Clearways Jack ran out of fuel, Jochen roared past to take the chequered flag. Brabham rolled across the line into second place and Denny Hulme third, a great finish for only the New Zealanders second GP. As soon as he could, Jochen went to find Jack. "I really feel most sincerely sorry for you, it was your race and you would have won it beyond any doubt." At 6.30 pm, the celebrations came to a halt when the scrutineers marched int the Lotus camp and declared Rindt's car illegal and Jochen disqualified. The reason, "the highest point on the rear wing was more than the permitted 80 cms. from the lowest point of the chassis." 2 hours of checking and re-checking, the car was found to be legal by 1mm. When Jochen and Nina, joined by Twiggy, finally got away to go the dinner, all the local restaurants were full so they had to do with a cheap steakhouse near Farnborough. The new boy at Lotus, Fittipaldi did amazingly well finishing in 8th driving a car that was only running on 7 cylinders throughout the whole race.

TD

LOTUS CELEBRATES 20 YEARS OF THE EXIGE WITH ANNIVERSARY SPECIAL EDITION

Lotus Exige Sport 410 20th Anniversary celebrates two decades of the critically acclaimed and thrilling two-seater

Uprated models feature enhanced exterior and interior spec, with a higher level of standard specification

Unique '20th Anniversary' black silhouette logo showcases the original car from the year 2000

Retro-inspired colours and design features also pay tribute to the original Exige Series 1



All versions come with upgraded exterior features commemorating the Exige Series 1 from the year 2000. These are the body-coloured roof, side air intake pods and rear wing, plus the black 'shark fin' stone chip protector ahead of the rear wheel. The nostalgia is carried over to the interior, where there's a choice of different coloured Alcantara trims, and each seat is decorated with panelled stitching which echoes that of the original car. Also part of the new car's customer appeal is the unique '20th Anniversary' black silhouette logo featuring a striking profile image of the Series 1. It's visible on the front wings above the side repeaters and on the rear bumper. Inside it's embroidered on the seat backs and embossed on the car's dashboard 'build plaque'. A distinctive '20' logo on the rear wing end-plates adds the finishing touch to this highly desirable design.



The car's list of standard equipment includes Nitron three-way adjustable dampers. These have variable bump and re-bound settings that enable the driver to personalise the suspension to suit driving style and environment, for example, on the road or a race track. The front splitter, front access panel and rear tailgate are all made from carbon fibre.





A number of features which are optional extras on the Exige are fitted as standard on the 20th Anniversary car. These include DAB digital radio with Bluetooth, cruise control, ultra-lightweight forged alloy wheels and an Alcantara steering wheel. Remaining options include carbon fibre sill trim, lightweight lithium-ion battery and titanium lightweight exhaust.



In the UK the price of the Lotus Exige Sport 410 20th Anniversary is £79,900 (€83,613), which represents £5,412 worth of extras over the standard Sport 410. The first cars will be with customers in selected international markets later this year.
Lotus PLC

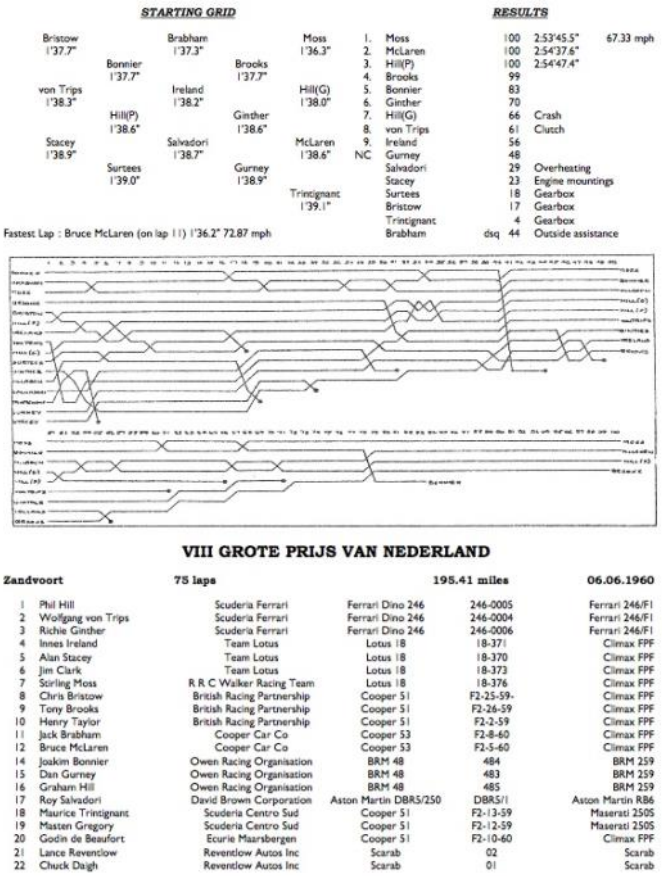
Motor racing lost one of its finest chroniclers with the recent death of Paul Sheldon

In 1966, Duncan Rabagliati, Paul Sheldon and John Thompson set up the Formula One Register to address the issue of incomplete factual information available in English-language sources of open wheeler racing and Formula One in particular. Duncan had been collecting results and programmes from organisers all over the world, and many constructors and teams provided information on chassis numbers. This was continued and earlier years backfilled where possible.

The Register went into serious production of motor racing record books in the late eighties with Paul Sheldon's highly acclaimed "Record of Grand Prix & Voiturette Racing", often referred to as the "black books". These were based on Duncan's archive and Paul's visits to Continental Libraries and Museums.

These books are the finest references available on the history of the sport and whilst they are quite unglamorous publications the remain the cornerstone of authors and researchers of the sport. So popular are they that they are almost unobtainable, and the Register is now considering reprinting several issues. I am lucky enough to have 4 volumes, covering the years of Team Lotus and they are constantly in use.

Tom



STARTING GRID

Bristow 1'37.7"		Brabham 1'37.3"		Moss 1'36.3"				
	Bonnier 1'37.7"		Brooks 1'37.7"					
von Trips 1'38.3"		Ireland 1'38.2"		Hill(G) 1'38.0"				
	Hill(P) 1'38.6"		Ginther 1'38.6"					
Stacey 1'38.9"		Salvadori 1'38.7"		McLaren 1'38.6"				
	Surtees 1'39.0"		Gurney 1'38.9"					
				Trintignant 1'39.1"				

Fastest Lap : Bruce McLaren (on lap 11) 1'36.2" 72.87 mph

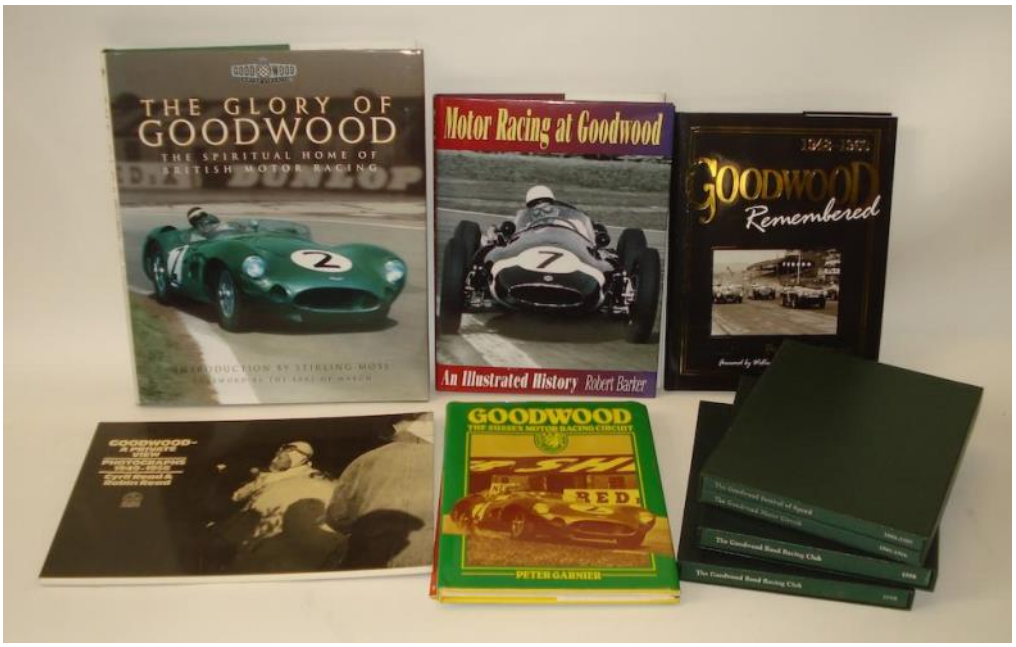
RESULTS

1.	Moss	100	2.53'45.5"	67.33 mph
2.	McLaren	100	2.54'37.6"	
3.	Hill(P)	100	2.54'47.4"	
4.	Brooks	99		
5.	Bonnier	83		
6.	Ginther	70		
7.	Hill(G)	66	Crash	
8.	von Trips	61	Clutch	
9.	Ireland	56		
NC	Gurney	48		
	Salvadori	29	Overheating	
	Stacey	23	Engine mountings	
	Surtees	18	Gearbox	
	Bristow	17	Gearbox	
	Trintignant	4	Gearbox	
dsq	Brabham	44	Outside assistance	

VIII GROTE PRIJS VAN NEDERLAND

Zandvoort — 75 laps — 195.41 miles — 06.06.1960

1	Phil Hill	Scuderia Ferrari	Ferrari Dino 246	246-0005	Ferrari 246/FI
2	Wolfgang von Trips	Scuderia Ferrari	Ferrari Dino 246	246-0004	Ferrari 246/FI
3	Richie Ginther	Scuderia Ferrari	Ferrari Dino 246	246-0006	Ferrari 246/FI
4	Innes Ireland	Team Lotus	Lotus 18	18-371	Climax FPF
5	Alan Stacey	Team Lotus	Lotus 18	18-370	Climax FPF
6	Jim Clark	Team Lotus	Lotus 18	18-373	Climax FPF
7	Stirling Moss	R R C Walker Racing Team	Lotus 18	18-376	Climax FPF
8	Chris Bristow	British Racing Partnership	Cooper 51	F2-25-59-	Climax FPF
9	Tony Brooks	British Racing Partnership	Cooper 51	F2-26-59	Climax FPF
10	Henry Taylor	British Racing Partnership	Cooper 51	F2-2-59	Climax FPF
11	Jack Brabham	Cooper Car Co	Cooper 53	F2-8-60	Climax FPF
12	Bruce McLaren	Cooper Car Co	Cooper 53	F2-5-60	Climax FPF
14	Joakim Bonnier	Owen Racing Organisation	BRM 48	484	BRM 259
15	Dan Gurney	Owen Racing Organisation	BRM 48	483	BRM 259
16	Graham Hill	Owen Racing Organisation	BRM 48	485	BRM 259
17	Roy Salvadori	David Brown Corporation	Aston Martin DBR5/250	DBR5/1	Aston Martin RB6
18	Maurice Trintignant	Scuderia Centro Sud	Cooper 51	F2-13-59	Maserati 250S
19	Masten Gregory	Scuderia Centro Sud	Cooper 51	F2-12-59	Maserati 250S
20	Godin de Beaufort	Ecurie Maarsbergen	Cooper 51	F2-10-60	Climax FPF
21	Lance Reventlow	Reventlow Autos Inc	Scarab	02	Scarab
22	Chuck Daigh	Reventlow Autos Inc	Scarab	01	Scarab



Some of Paul Sheldon's other publications

Fifty five years ago this month Jim Clark won his fourth British Grand Prix in a Lotus but it almost didn't happen!

In July 1965, the Royal Automobile club sold the rights of that years British Grand Prix to the British Racing Drivers Club with the support of the Daily Express newspaper. Lotus entered 2 cars, one for Jim Clark and one for Mike Spence. Both Lotus and Brabham were waiting on the new 32 valve Coventry Climax engine so were running





the older 16 valve engines. Cooper was there as well, with an entry for Bruce McLaren and one for Jochen Rindt. Thursday practice saw Clark almost get FTD, when just near the end, Graham Hill in a BRM just beat his time by 1/10 sec. But Friday arrived with a different attitude in the Lotus pits, Jimmy now had the 32 valve engine fitted in the new Lotus 33. Hill could not match the previous days pace and Clark was the only driver to break the 1minute31 seconds with a 1.30.8

Race day was Saturday and Clark from pole took off with Richie Ginther in a Honda surging away from the rest of the field. In fact the Honda led for a while, Ginther not willing to relinquish the lead but on Hanger straight Clarks power got him past and into a clear lead. But by the second lap things started to change. Both Hill and Surtees had got past the Honda and Hill now set off after Clark. As the laps went by Ginther's Honda started falling behind and finally retired, proving it would soon be something to be reckoned with, but not just yet. By lap 20 Clark was still leading Hill and now had pulled away from the rest of the field. Soon Hill started easing off, not willing to push his car in case something went wrong with the Lotus. And a bit after 50 laps that came to pass when the engine in the Lotus developed a small misfire, the fuel injector pump was not delivering adequate pressure. The BRM pits became visibly excited and signalled Hill of Clarks trouble, and whilst there was a 1/2 lap difference between the 2 two, Hill started closing the gap. Even worse, Clark's engine began losing oil, soon the level in the tank was so low that it was surging away from the feed pipe in corners resulting in dramatic loss in oil pressure. Clark started coasting through the corners and blasting down the straights on full power, leaving his corner breaking impossibly late. Hill was driving like a man possessed, his supporters wildly cheering him on around the circuit, the gap continued to diminish. In the last 5 laps Jimmy drove constantly looking in his rear vision mirrors driving as hard as he dared. At the start of the last lap Graham had him in sight but at the end of the 80 laps, the good lead that he had established in the first part of the race paid off and Clark crossed the finish line3.2 seconds ahead of Hill. It was his 4th British Grand Prix win and as a compensation Graham Hill set a new lap record on his last lap.




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

DID GORDON MURRAY IMPROVE ON A COLIN CHAPMAN DESIGN?

Story and photos thanks to Syd Reinhardt.

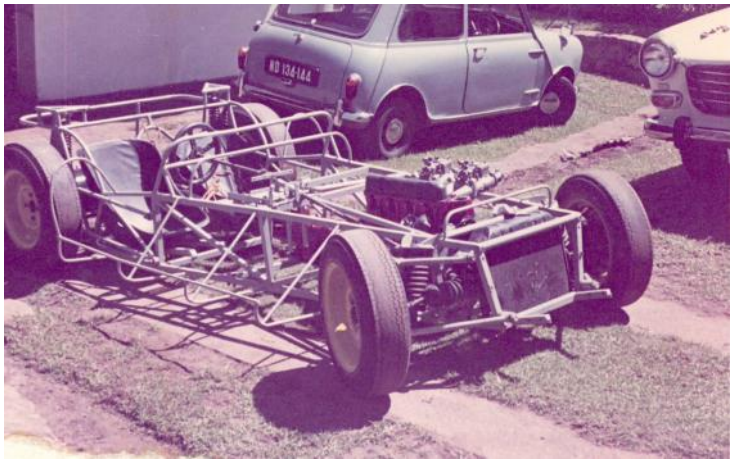
My Lotus journey, a rather circuitous route, began with a question. Or two.
Was it real?
Had Gordon Murray actually built my car?
To quote the vendor, "Yes, Mr. Murray has built it, himself. Fair dinkum. I swear". His assurances rang true. I had a lot of fun with my Gordon Murray chassis, resulting in some excellent tales to tell, including the day I met the woman I was to marry many years later and the start of my Lotus journey.
It may seem contradictory, but my journey to Lotus began with an MG.
As a small boy in short pants clutching the hand of me Mum, I was entranced by an MG TC enthusiastically fanging around the corner of Adderley Street, the main street of Cape Town, roaring up into Strand Street and away. The tiny aeroscreens, the wonderful, classic sweeping line of the wings, the solid beam front axle canted over at a crazy angle, the lever arm shock absorbers completely overwhelmed, blue oil smoke pouring from the zorst. I'd never seen anything as exciting. I was captivated.
Later, I was to stand alongside one of these archetypal British sports cars gazing at the plethora of gauges, the 4 spoked steering wheel, the spindly spoked wheels and to know true love. An affection (affliction?) that has remained with me all my life. From the age of 19, I've never been without an early, wire wheeled MG. At one stage, I had 3 of them, one naturally aspirated, one supercharged and one a supercharged open wheel racing car.
At age 18, while traveling on the train, I saw a totally trashed TC lying neglected next to the tracks. I traced the owner and eventually bought it – $35 well spent – and then spent a year restoring it. I kept that car for around 50 years, eventually gifting it to my oldest son. It was, and is, a cracker of a car.



In my youth, my MG was my only car and my daily transport. I crammed my family – wife and 3 children – into it. My in-laws put intense pressure on me to "please buy a sensible car". As if. My Afrikaans speaking mates nicknamed me "Spykerwiel", Afrikaans for "Nail Wheels". And of course, I had to race my MG. Or try to. It was all that I had, so it was pressed into service.

Above, at an early meeting at Roy Hesketh Circuit, near Durban. But not every meeting was quite as sympathetic, nor as successful. The competition was stiff.
At race meetings, I would completely fill the large petrol tank, an upright reservoir hung at the very rear of the car. I'd use the weight at the rear and the minimal grip of those skinny tyres to fling the car sideways through the corners.
After each event, the rims would be filled with melted balls of rubber. I would be in the pits, frantically replacing the spokes that I'd just broken. Old guys would come up to me to shake my hand and tell me what a pleasure it was seeing the old car making such excellent sideways progress, "just like in the good old days". (Nowadays, I'm one of the old guys myself).
With no seat belt and no roll bar and suicide doors that tended to open when the chassis twisted, the miracle is that I did not succeed in killing myself. But I digress. My MG, delightful as it was, was absolutely the wrong car for me to be competitive. It was time to upgrade. Time for a Lotus.
By this time I was living in the coastal city of Durban, one of the last outposts of British Colonialism in Africa. The name Lotus was whispered with great reverence. But who, living in the far-flung remote cities of Africa, could afford such a device?
I learned of a college student, an engineering maestro, who had already gone to England and was forging a formidable reputation with truly creative Formula 1 design. Before he left, he had built a number of replica Lotus 7 chassis. This was Gordon Murray, who had improved on the original design and sold a number of suitably-improved chassis to those who aspired to but could not afford or obtain a genuine Lotus. One of these chassis was as yet incomplete and was being offered at a very reasonable price.
A deal was done.
The vendor was in love with Lotus 11, had bought a Gordon Murray chassis and had welded outriggers to the chassis

with a view to create a Lotus 11 lookalike. He had sourced a Ford 105e engine, all of 998cc, and assured me it was "full race and race ready". Yeah, right. What that meant was that he'd skimmed an obscene amount off the cylinder head, sourced 2 twin choke webers, bolted a re-enforcing strap over the centre main bearing cap and that was it.



The tiny steering wheel had come off a disused printing press and there was zero bodywork, no floor, no electricals or gauges. No hydraulics. But in my starry eyed exuberance, it was magic. What was not to love?
I found some scrap aluminium, purchased an electric drill and a pop riveter, and on my shoestring budget, began to build my car. I was keen. My first competitive event was to be a hill climb up the escarpment from the coastal plain starting at the local sewage plant. Was location an omen?
I had an old repurposed very ragged lap belt from a scrapyard, had no roll cage, no bodywork, a patchwork of scrap aluminium pieces crudely pop riveted in place for the floor, a battery tied to the frame next to me with fencing wire, an open prop shaft spinning under my elbow, smooth tires that had almost no rubber left, so old that they should have been heritage listed, but hey, I was good to go.

Can you believe that the device in these photographs sailed through scrutineering? Those were the days!
Even though I was grappling with a recalcitrant engine that was in poor state of tune, nervous at my first serious competition and had never driven a hillclimb before, I could not fail to notice an extremely attractive spectator.
On my first ascent, the car became airborne and then, when it touched down, the impact proved too much for my pop riveting attempts. Half of the floor boards flew away. Random bits of aluminium flashed past me and I never saw them again. My feet were left hanging out in the open air. No one was bothered, least of all me.

Gradually my flying bedstead grew more panels, a more robust floor, a nose cone from a wrecked racing car, and I replaced the fencing wire over the battery with something rather more appropriate and less likely to cause a fire. It even sported a Lotus badge as a tribute to my bodywork attempts but the badge in reality was a credit to my imagination.
Eventually, I was to win the Natal Provincial Hillclimb Championship in my Lotus knock off. Now, to be fair, on the day there was a tussle for final honours and in the end a David and Goliath struggle ensued (for the record, I was David). My tiny 998cc Lotus-derived sports car was pitted against a fire breathing Goliath, a 7 litre very trick Camaro. The Cato Manor hill climb was not for the faint hearted, being exceedingly narrow, bumpy and twisty with no margin for error. In my tiny Lotus 7 knock off, the narrow and twisty bits worked in my favour, but what clinched the deal for me was my sump plug. Or rather, the lack of it.



After a day of competition, the Camaro and I were tied. It was to be a 'sudden death'. On the final and deciding run, under stress because it was all or nothing at all, my exuberance was too great and I misjudged the final corner. I went wide and neatly and surgically severed the sump plug on an obstacle in the grass. This dumped the contents of the sump along the final stretch. In a cloud of smoke, I killed the engine and coasted over the line. When the big Camaro hit my oil, it was very impressive. Those were the good old days, no one cried "FOUL!" and so I took home the winners spoils.

Having succeeded with the challenges of hill climbing, I set my sights on something harder. I decided to try a race meeting. Lack of finance meant I could not afford a trailer, but this did not trouble me. I appropriated the company service ute and a length of ragged rope and coerced our workshop manager, a good mate, to tow me to the track. A measure of our friendship and also of my determination to compete is that the tow, using the ratty, knotted together rope, was 80km each way.
When I arrived in Australia more than 30 years ago, I was forcibly struck by how different public servants in Oz were to those I'd experienced in Africa. To my amazement, Australian officers in all works of officialdom seemed genuinely keen



to assist me, to help me to overcome obstacles.
Africa had been so very, very different.
Public servants in South Africa seemed to be in place only to ensure that their job remained essential. And in order to be absolutely certain that they were irreplaceable, their attitude was to throw every possible obstacle in one's path. Every by law, each regulation, would be scrutinised in order to try impede one's efforts. The absolute worst of a terrible bunch were the local constabulary. And of those, woe betide anyone who crossed paths with the Highway Patrol.
Durban's regional race track was Roy Hesketh, a rudimentary and challenging facility that was some 80km inland, near the little town of Pietermaritzburg. Today, it has gone the way of Oran Park and is a housing estate. The two cities of Durban and Pietermaritzburg are famous as they alternate each year as the start or end of the Comrades Marathon, an 80km ultra marathon run annually in opposite directions each year. The event attracts thousands of long-distance runners from all over the world. Skirting along the edge of the Valley of 1,000 Hills the scenic route undulates, twists and turns and gradually climbs the escarpment. Stunningly beautiful, this is the road we were happily driving on the way to the meeting, me sat at the end of my ragged rope in my wannabee racing car, my mate Steve in the company ute.

Half way to our race meeting, we were greeted by a siren, the police car hurtling past us and then aggressively signalling us to pull over. The traffic nazi strode over to me. Tall, blonde, militarily pressed khakis, wearing sunnies and a supercilious scowl. "And what" he grated "what do we have here?" Pause. "Hey???"
Knowing that I had to be very humble in the face of such magnificence, I begged forgiveness, explained that I was entered in the race meeting at Roy Hesketh Circuit near Pietermaritzburg and that we were on our way hence. "Ach, so!" grated the Nazi, "Well you are on a public road. Where is your official registration plate and insurance disc?" He already knew the answer. The guttural accent was thick enough to slice with a knife "Well if your veeehikkel is unregisterrrred, then the rubber may not even touch the public rrrroad!" I pleaded poverty, asked for sympathy and understanding. As if.
"I sympathise with youse. As a special koncession, I shall allow youse to turn around and go home and will not Konfiscate your veeehikkel." He could not and would not be persuaded. My rubber was clearly upon the public road. The evidence was there for all to see. And that was that. Or nearly.
As we were about to turn around under his unrelenting gaze, I said "Sir, I cannot afford a trailer, what am I to do?" For which I got this amazingly good counsel. "Sonny, if you wish to tow this device, register it as a trailer for all I care, but it must be registered before its rubber may have any contact with the public road!"

He seemed to have a rubber and contact fetish. But who was I to argue? At least he did not penalise me for the sad and sorry state of my rubber.
Now, in those days, no one bothered too much about a trailer. After all, this was colonial Apartheid Africa. Roadworthy inspections for such a trivial device were unheard of. On Monday morning I presented myself at the local traffic registry, completed an official government buff yellow form and was presented with number plates and insurance discs for my 'trailer'. These were indistinguishable from those issued with the registration of a motor car. I handed over the annual licence and insurance fee applicable for a trailer. 2 South African Rands, about a dollar! For that trivial amount, what I received was in every way identical to a full auto licence plate and disc, except for the tiny word "trailer" handwritten on the little disc where usually, the name of the manufacturer of the car would appear.



Suitably equipped with disc and plates I dispensed with the tow ute from that day on, and drove my "trailer" around for years. I paid the annual 2 Rand rego fee with great satisfaction. Would you not have done the same?

And what of the attractive spectator, she who I saw at my very first event, she who I was to marry many years later? To my gratitude and utter amazement, she had noticed me too.
Many years later she gave me a birthday present, a commemoration of when we first saw one another.
A Lotus. Another yellow one. A real one.

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

85 years ago at the 1935 German Grand prix there was an upset in store for the Third Reich

In 1935 the Germans regarded their own Grand Prix as the most important event of the season, and their preparations were expectedly thorough. Five Mercedes-Benz were entered and four Auto-Unions. These cars were state of the art both having new 375 brake horsepower engines. They also had formidable driver line ups with names such as Bernd Rosemeyer, Hans Stuck, Rudolf Caracciola and Hermann Lang all driving in the German cars. Compared to this, the old and past its sell by date Alfa Romeo P3 Tipo B of Tazio Nuvolari had around 265 brake horsepower. A gap of 110 brake horsepower is, in racing terms, absolutely huge.



Tazio with his mechanics. As Alan Jones was once heard to say "I wouldn't sit in that even in the pits!"

Born in Mantua Italy in 1892 Nuvolari was five-foot-five and compactly built at a time when raw strength helped drivers go faster. He didn't start driving until 1921, at age 28; over the next 29 years, he was pulled from the wreckage of a car or motorcycle 17 times, walking out of the hospital after each crash. He once won a motorcycle race so encased in plaster that he had to be lifted onto his bike by mechanics. His doctor walked away, 'You are a dead man if you fall, I don't want them even to call me.'

The field for the 1935 Grand prix was completed with five Maserati's, a 3.3 Bugatti, a 3-litre Alfa-Romeo, and a brace of 2-litre E.R.A.s from Britain. This would be a walkover for the German cars, a home win at the Nürburgring in front of 300,000 spectators and Nazi party brass.

Thursday saw the pits a hive of activity. Rosemeyer was lapping at a terrific pace, attired in shorts and no helmet. Paul Pietsch, an Auto-Union reserve, was doing some excellent laps. Stuck, also in an Auto Union and their top driver started getting his times down.

The Alfas and E.R.A.s appeared on Friday. Delius in an E.R.A. did several laps in the afternoon, and then failed to arrive at the pits, he had crashed on a corner cut into the side of a hill, skidded into the bank, turned round several times, and then wrapped himself round a tree which saved him from rolling down a steep incline. Whilst he was OK, the car could not be readied in time for the race, so Raymond Mays in the second E.R.A. started playing for safety as the team wanted at least one E.R.A. in the race.

Also on Friday there was a great discussion as to the best method of deciding the starting grid positions. The authorities wanted to grade the cars in the order of their acceleration capabilities. The drivers were against this, however, on the ground that the first corner soon after the start would complicate matters anyway. Eventually it was agreed to draw lots.

From the beginning of the week the little village of Adenau had been tremendously busy, for most of the drivers were staying at the Eifeler Hof hotel. Autograph hunters were in their element, and they besieged the hotel. Everyone hoped that Hitler would make a surprise visit, but in the end he didn't make it.

A little after 10.30 on Saturday the Nazi and German national flags were run up the flagpole, and everyone stood and saluted.

Promptly at 11 o'clock the 20 starters lined up on the grid, red, amber, and green starting lights were used instead of a flag and it was raining hard. Caracciola in a Mercedes was on the fourth row, but before they were clear of the stands, he had worked his way to the front, in line with von Brauchitsch, also in a Mercedes and Nuvolari's Alfa Romeo. The Auto Union top driver Stuck had been allotted a place in the front row, and the crowd had hoped to see him make his usual lightening getaway. Instead, he stalled on the line, as did another Auto-Union driver, Pietsch. After a moment's delay they tore after the field.

Caracciola led and covered his first lap in 12 minutes 7.4 seconds, 12 seconds faster than the second man, Nuvolari. The fact that the top speed of the Mercedes was 170 mph was already overwhelming the 150mph of the Alfa. The order of the rest was as follows: Fagioli, Mercedes, Rosemeyer, Auto Union and von Brauchitsch in a Mercedes. By the second lap Rosemeyer, the new Auto-Union star, was lying second Von Brauchitsch was third, Fagioli fourth, Chiron fifth, Nuvolari had dropped to sixth, Varzi was seventh, Lang eighth, Taruffi ninth, Geier tenth, Stuck eleventh and Pietsch twelfth. Mays' E.R.A. was at the tail of the field.

Lap 5 saw the gap between the leaders increased to 6 seconds, then Louis Chiron, a surprisingly popular figure at the Ring, was seen crawling round the Mercedes-Curve, and shortly afterwards walked into the pits. His Alfa-Romeo had blown its gearbox. His retirement shuffled the order, after the leaders, to Fagioli, von Brauchitsch, Nuvolari, Varzi, Stuck, Lang, Geier, Pietsch and Ruesch.

Nuvolari was now the sole Alfa representative left in the race, and he proceeded to show his mettle by being the first driver to beat 11 minutes for a lap. His time was 10 minutes 57.4 seconds, and this feat brought him into third place. At the time, Tazio was credited with being the originator of the 4 wheel drift and he used this technique on the still damp road to perfection. But then Rosemeyer capped this with 10 minutes 55.1 seconds. Nuvolari was going like the wind, and on the tenth passed Caracciola to take the lead. The crowd were speechless with incredulity. For two laps he led, and then came the fateful refueling stop. Caracciola, Rosemeyer and von



Brauchitsch all pitted at the same time, and for a few minutes the pits were a concentrated strip of activity. The Mercedes-Benz organisation was perfect, the fastest stop being von Brauchitsch in 47 seconds. But in the (Ferrari) Alfa pits, disaster doesn't even begin to describe it. The fuel pump in the pits became clogged so Nuvolari's car had to be filled up by fuel left in cans, manually by the mechanics, who kept crashing into one another, fuel was sloshed all over the place, Tazio was incandescent with rage.

The fiasco lost Nuvolari a full six minutes of time. To put that in perspective, if you lost that amount of time at Monaco in current Formula 1 you would be around 5 laps down. Tazio was now back to sixth place and the race almost certainly lost. Von Brauchitsch was now leading, and the German crowd settled themselves down to enjoy their triumph. To their amazement Nuvolari on the 13th lap, blasted himself into second place, devouring Fagioli, Rosemeyer, Caracciola and Stuck as though they were a bunch of novices! This was almost superhuman driving, but no one seriously thought that the Italian menace was a real one. At any moment the crowd expected to hear the news that the Alfa-Romeo had blown up, but no, lap after lap Nuvolari appeared, driving with satanic determination. Nuvolari was producing the greatest drive of his life. Somehow he had managed to make up all of the 6 minutes. How he did that is of course the stuff of legends.

Von Brauchitsch was fully alive to the danger, but he was not going to be deprived of his long-awaited victory this time. He, too, became inspired by the occasion, as if sensing that this race would go down in history as a classic. He broke Rosemeyer's lap record with a time of 10 minutes 30 seconds! And the Mercedes pits urged him to speed up to keep away from the lunatic Italian.

But now the fight for the lead completely absorbed the attention of the crowd. The gap between the silver and red cars was timed by thousands of watches on every lap. and as they went past the stands at the beginning of the last lap there was 35 seconds between them.

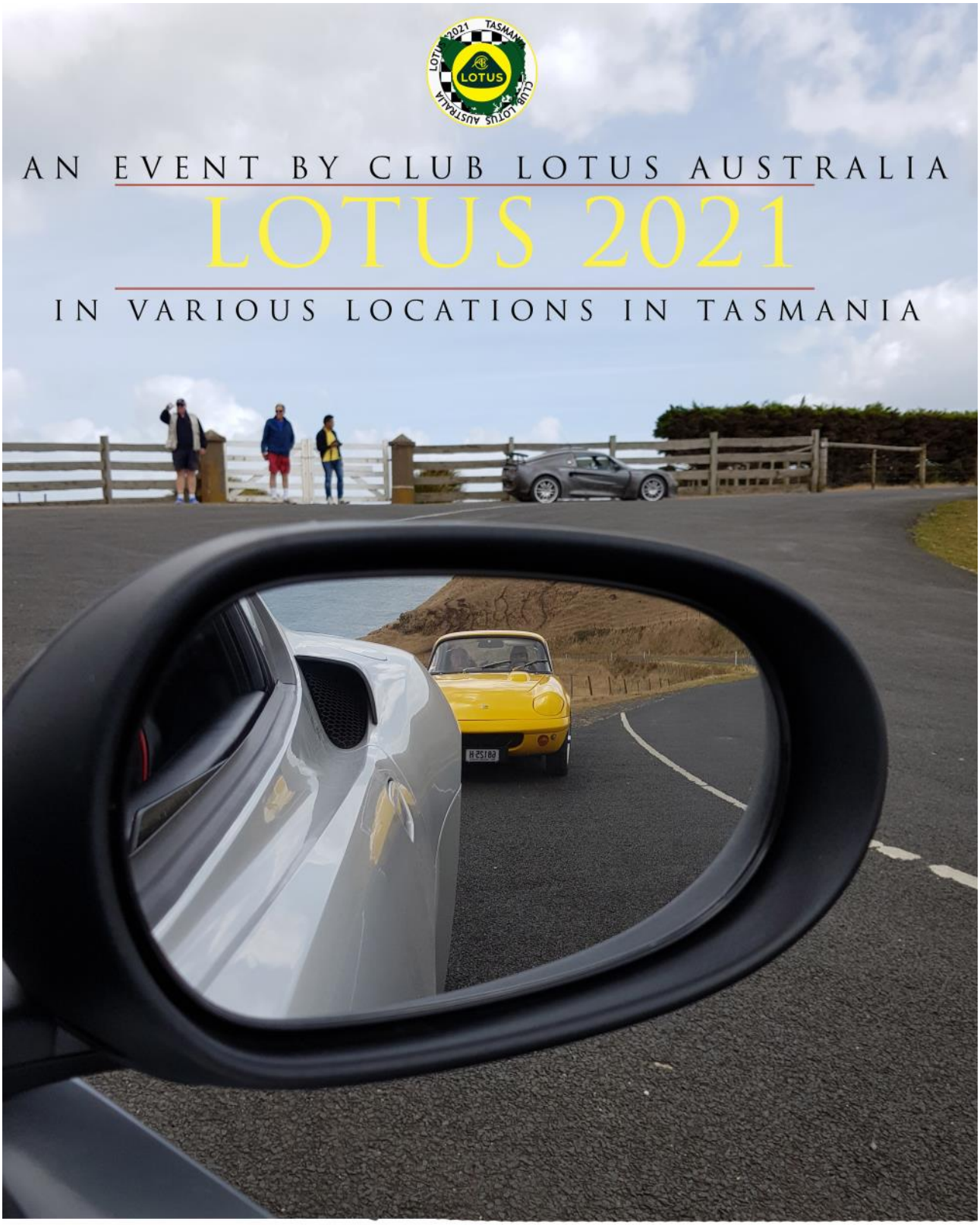
So that was that. Not even Nuvolari could hope to wipe out that lead, and the crowd cleared their throats to give von Brauchitsch his thoroughly deserved ovation, they looked at the board which gives the leaders halfway round the circuit and to their amazement, von Brauchitsch's car was missing and the Alfa No. 12 was leading. Von Brauchitsch had been pushing so hard to get the win that his tyres were totally destroyed. The audience was in turmoil when the little red car swung into sight and Nuvolari crossed the finishing line. At first there was a deathly silence, and then Nuvolari was given a wonderful reception, all the more praiseworthy when a national victory had seemed a certainty.



Interesting shot, Ferrari's prancing horse logo on the Alfa Romeo

Finally von Brauchitsch came crawling into the pits with a burst tyre. As he was heading into Karussell for the last time, his left rear tyre let go, he arrived utterly crushed by his disappointment and weeping. It had been a memorable race, and the sight of Nuvolari hanging on to the Mercedes for lap after lap, with a car 20 m.p.h. slower, is one which will live in the memories of all who were fortunate enough to be present. Not expecting anything but a German victory the organisers only has a recording on *Deutschland uber Alles* to play for the victors. Dear Tazio however, produced his own copy of the then Italian national anthem the *Marcia Reale.*

TD


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Answer to last months "Now who Said That?"



Last months quote was ""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 that was how Innes Ireland was sacked from Lotus

And the winner this month was Peter Eppel

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

"In the past, two colleagues died each season, it was generally accepted this could happen"

And remember, the quoted person is mentioned somewhere in this newsletter and a further hint, this driver is only one of two survivors from the GP's of the 1960, the other is Jackie Stewart. now, that's got to be a gift!!

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
Jul-20				
	Saturday, July 18, 2020	CSCA round 3 MGCCN	8.00 am	Pheasant Wood Marulan
	Sunday, July 19, 2020	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
Aug-20	Saturday, August 15, 2020	CSCA 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 South Australia 2020 Diary

Month	Day Date	Event	Location
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
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:
PARTS TO SUIT S2 EXIGE AND S2, S3 ELISE

Both items are in perfect condition. Never fitted. Both come with all installation and fixing components







OEM LOTUS REAR SPOILER TO SUIT S2 EXIGE AND S2, S3 ELISE

This is an original Lotus GT4 rear spoiler, which will fit any S2 Elise. It's supplied complete with parts and fittings to install to an S2 Exige or S2 Else.

Its shape lends itself to the concours of the S2 Elise and will not interfere with opening the engine cover.

Fits S2 K Series Elise, S2 2ZZ Exige, S2 2ZZ Elise (2004 – 2011), S3 1.6 Elise (2011 – 2014), S2 1ZZ Elise (2006 – 2010) and S3 Elise (2011 – 2019). The spoiler is made from ABS plastic and will require priming and painting.

I am selling this for the cost of the item only $385. You are saving the freight from the UK to Australia which was almost as much as the cost of the item.

Amazingly low price, considering that this is a Lotus Original Equipment part.

ELTEC ITALIA FIBREGLASS SPLITTER TO SUIT S2 EXIGE AND S2, S3 ELISE

The cost of this item, without freight, from Italy to Australia was 295EURO ($440). However I am selling this item for just $295.

Fitting instructions are provided with the Splitter.
Contact Mike on 0404 867 241 o mike@frontrunnermortgage.com.au



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



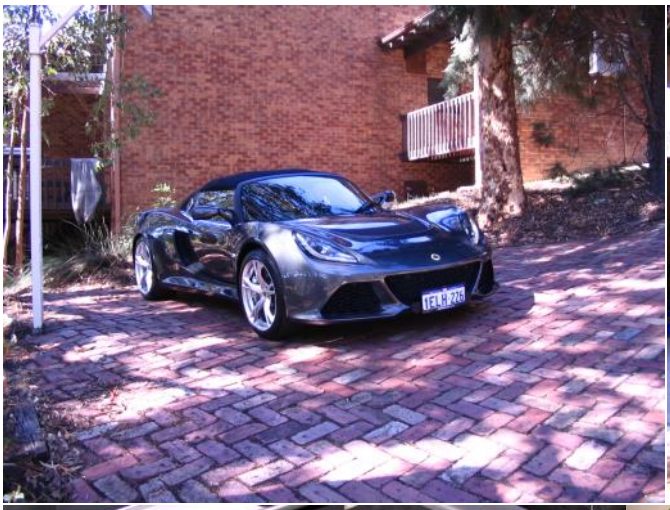


For Sale

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

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

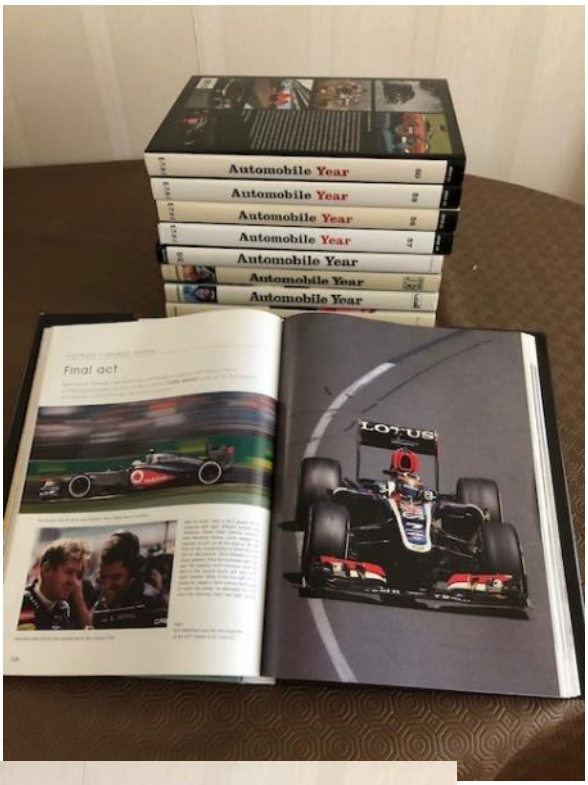
A complete set of Automobile year (All in English)

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



