AUGUST 2020

# Chunky's Chatter



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



## Inside this issue

- The CSCA in NSW returns to competition at Pheasants Wood, a new circuit.
- Tyre Kick and coffee on again for NSW
- 2 Lotus world champions gained their titles this month 50 and 55 years ago

# Club Lotus Australia
# August 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 . Some of the competitors at the Wakefield park Lotus only track day July 2020**

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



Hello everyone

July started to feel more normal, even more so as we got back on the track AND got back into the social scene.




First up was the first Lotus Australia LOTD on Saturday 18th, which was preceded by an open track day on the Friday. I took the Elite down for a shakedown on the Friday and to say that the cars at the open track day were eclectic would be understating it - I did have fun following this Holden Colorado as he bounced




off the curbs and to be fair to him he peddled hard. Then there was the Lambo that teetered around the corners and booted it on the straight - and often went straight on!

The LOTD the following day was an absolute blast - both for the fun on the track and the fact that we were allowed out for the first time in months. Albeit with social distancing. And none of our Victorian friends, including Mark who organised the whole thing, were there. But there were some very fast times posted and the Elite was a blast and even showed a clean pair of heels to a few much younger cars. And pilots.

And then on the Sunday we had the first gathering for Tyre Kick for several months, which was well attended albeit with the by now normal physical distancing.

So let's keep fingers crossed and sensible precautions in place so we can continue the fun. Next weekend our friends at the HSRCA are meeting at Peninsula Sports Cars on Sunday at 8.30. Please email Seth if you plan to come so we can keep numbers to 50.

And all things being equal we'll have a fun weekend of historic racing at Wakefield Park for the HSRCA Spring Festival over the weekend of 29-30 August.

In less good news the All British Day has been cancelled for 2020.

And your organising committee for Lotus 2021 has made the difficult decision, given the escalation in events in Victoria, to postpone for 12 months to February 2022. Our current plan is to run some sort of country NSW tour in April/May for a long weekend instead. We'll let you know as the thinking evolves.

And finally we need to organise the AGM. Plan currently is to conduct it by Zoom on the evening of Tuesday 15th at 6.30pm. We are currently getting the Zoom account organised and will publish full details shortly.

That's about it for another month. Please stay safe in the current slightly odd circumstances, and particular thoughts to our Victorian members.

Pip Pip

Ashton

# From the Editor Tom Devitt



I have to start this month with a bit of an admission. In last month article on Jochen Rindt's win in the 1970 British GP, I mentioned that the car was impounded at the end of the race when it was suspected the rear wing was too high, however was subsequently found to be OK. But, in this month's Motor Sport magazine Mark Hughes, in an article on the race tells how, many years after the race, Lotus mechanic Herbie Blash was instructed by Colin to get up on the truck for the victory lap with the car and Jochen and bend the wing struts so that its height decreased. This he did, but the car was then suspected of being tampered with. It fell to Colin with his silver tongue, to gloss over this and eventually get the car OK'd by the scrutineers.

Good to see that the CSCA competition has recommenced for the year. The event on the 18th July was held at the re-vamped Marulan circuit, now called Pheasants Wood, by all accounts a challenging and tight circuit. Report next ,on page 5.

Sad news this month with the passing of Ron Tauranac. Ron, who along with Jack Brabham made the Brabham team synonymous with formula 1 was a good friend to many of us in Club Lotus. A couple of years ago he moved north to closer to his daughter and into a nursing home. He died peacefully in his sleep. He was 95. There have been loads of tributes written about Ron, so rather than attempt another one I decided to reminisce about the Ron that many of us came to know.

See you next month

Tom



*Ron Tauranac was our guest at Lotus 2013 and here is trying a current model Lotus for size.*

# CSCA 2020 ROUND 3 AT PHEASANT WOOD CIRCUIT



After Round 2 of the CSCA sprints was cancelled due to COVID-19 logistics, Round 3 was well supported by 61 competitors who were eager to get back on track. The MG Car Club of Newcastle did a fantastic job of understanding the Motorsport Australia and Government COVID guidelines to host a very successful and safe event at Pheasant Wood Circuit in Marulan on 18th July.

CLA numbers were down a little due to Lotus Cars Australia holding a track day at Wakefield Park on the same day, but we still managed to field 10 entries. Len Goodwin was a late withdrawal with health issues, with Alan Pate going out in sympathy. You were both greatly missed and we wish you a speedy and full recovery.

It's been a while since we have visited the Marulan circuit and boy has it changed. The new owners have spent many millions of dollars so far, with another $30M to come. The pit facilities are excellent and the track has been extended and fully re-surfaced. It's a great little track for sprints and I'm keen to have a go myself – but not this time.



Long term CSCA competitors will remember 15 years ago, when I left a supersprint at Eastern Creek before lunch time to bring Elizabeth home from hospital with our new boy Angus. Well, after spending his life around Lotus and racetracks, it was finally his turn to have ago for himself.

I decided it would be best to put Angus in Harriet's MX5 rather than my Exige for his first outing, but I have to admit I was worried when I saw all the concrete walls at Pheasant Wood! Fortunately, Angus looks to have inherited his grandfather's driving skill. Having only driven the




MX5 once before – along his grandad's driveway – he drove brilliantly all day and brought the car back in perfect condition. He improved throughout, lowering his times by over four seconds with a final time of 1:08.3. We are very proud of him.The rest of the CLA team steadily improved throughout the course of the day as they came to terms with the new track layout. Richard Wodhams took out FTD in his Lotus Elise with a time of 58.81. Next was Grahame Burton in his Hawke Formula Ford with 1:00.30 taking 4th Outright and 1st in Class S2. Rex Mellor did an amazing job in the little Toyota 86 to win Class M1 with a 1:01.08 and beating his father by over a second.

Other CLA members results;

17th Peter Della Holden Commodore R3 1:02.16
19th Paul Tilse Porsche Cayman Gt4 M3 1:02.41
27th Terence Waugh Renault Sport Spider R4 1:03.11
29th John Deller Holden Commodore R3 1:03.68
30th Keith Edwards Audi RS3 R3 1:03.76
42nd Brian Sutton Mazda MX5 M1 1:06.84. (competing with MGCCN)
50th Angus Mackie Mazda MX5 M1 1:08.39
It was great to see everyone back at the track and hopefully the next events can go ahead as smoothly as this one.

Stay safe and happy everyone,
David Mackie



# Lotus to establish a new Advanced Technology Centre at Warwick University




Lotus has announced a dedicated and specialist advanced technology centre, which will also be home to a new headquarters for the company's engineering consultancy. Lotus Cars will establish a new advanced technology centre in Wellesbourne. Lotus Engineering – the consultancy division of Group Lotus – will also base its HQ at the new site. The facility represents a new partnership between Lotus and WMG (formerly Warwick Manufacturing Group) at the University of Warwick. An initial 130 engineers will move in, with capacity for many new jobs as the facility is further established in the Midlands

Located on the University of Warwick's Wellesbourne Campus, the new facility is established in partnership with WMG at the University of Warwick. WMG is an international leader in successful collaboration between academic research, teaching, training, and industry. The substantial facility consists of offices, workshops and laboratory space with ample opportunity for expansion.

Matt Windle, Executive Director, Engineering, Lotus Cars, said:
"This is a big step forward for Lotus and our engineering consultancy. The new space, facilities and job opportunities at Wellesbourne will be in great demand as we rapidly build our portfolio of external projects. Our team and specialist skills have grown significantly in the last two years as renewed impetus has been put in to the business with new shareholders and management. The all-electric Evija hypercar is the first new Lotus Cars product for us to deliver, with significant focus on this at Wellesbourne as we complete the project and continue to advance its technologies for our future programmes."

Phil Popham, CEO, Lotus Cars, added:
"Wellesbourne offers an excellent facility, with plenty of expansion potential, and will be the perfect home for our new advanced technology centre. Our engineering and R&D strategy around advanced propulsion systems is lock-in-step with the Government's vision and broader global ambitions for a low-carbon automotive future. We look forward to working in collaboration with Government and with our new campus neighbours on this future. Having research partners at the University and WMG will bring significant benefits, as will the Midlands location, which is both very accessible and home to a rich pool of automotive talent."

Professor Stuart Croft, Vice-Chancellor of the University of Warwick, said:
"We are delighted to welcome this key part of such a significant and legendary technology based company to the University and our Wellesbourne campus. This is just the beginning of a partnership. I know that it will grow, thrive, and bring prosperity and new opportunities to both Warwickshire and the West Midlands, and will call on and benefit from the significant automotive and technology skills and talents of many people in our region."

Lotus PLC

# Tyre Kick and Coffee emerges from isolation

On Sunday, the 19th of July 2020, after a busy weekend of motorsport and a much less busy break from the outside world, a small group of Club Lotus Australia members got together at Kokoda Cafe for the return of our Tyre Kick & Coffee.




With the car park empty and the cafe yet to open, we took advantage of the cool but refreshing morning




to catch up around the cars. Once the coffee machine had warmed up, we took to the cafe courtyard to continue chatting cars, life and everything while enjoying the sunshine and fresh air.

Thanks to Evan Jones for organising the morning! All going well with the prevailing global condition, we will be back at Kokoda Cafe from 9AM on Sunday the 16th of August.



# Lotus had 2 drivers become world Champions this month, 50 and 55 years ago

Jim Clark had never won a race on the full Nurburgring circuit so when the Lotus team arrived at the circuit for the 1965 German Grand Prix he was particularly determined. On the first day of practice the Lotus 33 was all over the place, bottoming out on the dips such that the car needed different shocks and springs. Jackie Stewart driving a BRM was all the talk of the pits, he was lapping 9 seconds quicker than the existing lap record and was looking unbeatable. But then Clark went out in the properly set-up 33, he had to beat Stewart's 8min 30.6 seconds. He completed his first lap in 8min 22.7seconds, and that, as they say was that. Even during the last practice session on Sunday, all Stewart could manage was an 8.26.1, a but quicker than his teammate Hill but still not even in sight of Jimmy.



*German Police watch the start of the 1965 race*

From pole, Clark managed to get a lead of a few yards into the first corner and then proceeded to pull away. German TV had set up with 17 cameras around the circuit and there was a TV in the Brabham pits where Colin Chapman was carefully monitoring the gap between the Lotus and the BRM of Graham Hill who was tenaciously hanging on the Clarks tail. After 4 laps, Jimmy had a six second lead and the third place Gurney was off in the distance. On the 9th lap there was a bit of consternation in the Lotus pits when Gerhard Mitter driving the third Lotus pulled in, in a cloud of steam. The car, bottoming on the circuit caused a jubilee clip on a waterpipe under the car to wear through and the rubber hose popped off. Richard Attwood, driving a Lotus BRM also had the same problem, so Colin began to worry about Jimmy's car. He needn't have bothered, for the 10th lap Clark set a new lap record. As the field started the 15th and final lap, Clarkes Lotus had a 23 second lead and an easy run to the finish. He had won his first German Grand Prix his first win at Nurburgring, his 6th GP for the year and the 1965 Drivers World Championship. And it was only the 1st Au-



gust!



*Jochen Rindt's Lotus leading the Ferrari of Jacky Ickx*

Exactly 5 years and one day later, the 1970 German Grand Prix was run, this time at the Hockenheim. Jochen Rindt, was riding a crest of victory, having won the last 4 GP's, the last 2 in the Lotus 72. This was the first GP at this circuit so there were no times to go by. They were here because the drivers demanded improved safety at Nurburgring which was not forthcoming in time and the Hockenheim circuit was already equipped with Armco. On Friday Clay Regazzoni in a Ferrari did a 1minute 59.8 so it looked like 2 minutes was the time to beat. Whilst the Ferraris were clearly quick, Chapman didn't appear too worried about them "I only start feeling concerned when somebody wins, and Ferrari haven't won anything yet" he said. Maybe a bit of a premature consideration when Jacky Ickx took his Ferrari to pole position.

Before the race, the drivers did a lap of honour, two to a car as per their grid positions, in front of over 180,000 spectators. Jacky Ickx drove with Jochen his passenger. Rindt later related "Jacky and I devoted this lap to agreeing on places where we would overtake each other and places where we had better not".

At the start, Ickx, with the phenomenal acceleration of the Ferrari leapt to the lead at the start and he held this for 6 laps, then Rindt led for 3 laps closely followed by Regazzoni and Amon. On the 22nd lap, the crowd gasped as the second Ferrari of Clay Regazzoni took the lead. But on lap 30 Clay's engine expired and 5 laps later Amon was out. The race was now between Ickx and Rindt. After the race Jochen stated "Ickx kept to our agreement and was a worthy opponent". At the same time Jacky was heard to say of Jochen. "He is intelligent as well as correct. On the whole all Formula 1 drivers are intelligent, but not all of them are correct as Jochen". During the race the lead between the two switched numerous times, but 2 laps from the end Ickx was in the lead. As the race drew towards its close Rindt, still following Jacky had his plan of attack worked out and quickly executed. As they entered the last lap Jochen was driving at his absolute limit, and Chapman was already jumping up and down in the middle of the track, screaming "its Jochen, its Jochen!".

The Lotus team held a victory celebration and one of the mechanics, who was at the circuit in 1968 later spoke "As usual, Jochen gave us his laurel wreath. I placed it on the spot where Jimmy had his accident, I'm sure this would please Jochen." This was to be Rindt's last Grand Prix garland.

# Ron Tauranac
## 13 January 1925 – 17 July 2020

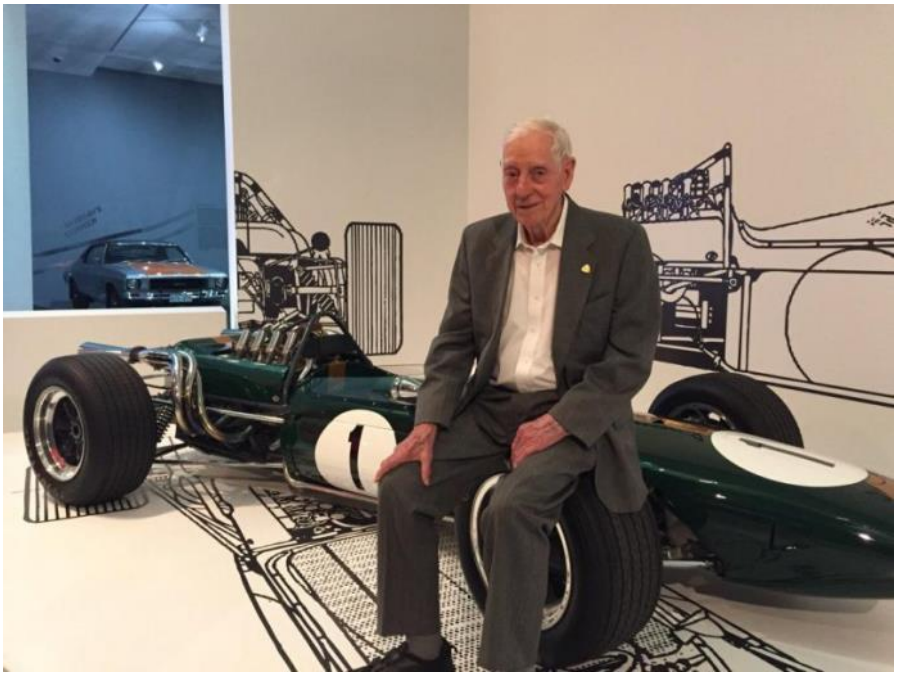
Back in the late 2000's a casual fortnightly luncheon group drifted together in Sydney. Initially, meeting at Fred Vogel's motoring bookshop in Clarence St. every second Thursday, they would wander off in search of an eatery and a place to chat. Over time, as the numbers grew, they found themselves returning to the Bowlers Club buffet in York Street. The tucker was reasonable, and we could always get a table. By that time there was Fred, Cliff Trefry, Graham Howard, Rob Costa, Bill Mair, Peter Eppel and myself. Then one day Ron Tauranac turned up.

It was Cliff who invited him, he knew Ron and his brothers back when they first started building Ralt's and when the word spread about the arrival of Ron our numbers quickly grew. From then on, and for the next 10 or so years, I don't think Ron missed a day. He would come in on the train from Bondi Junction and was always so much one of the boys that no one would ever suspect he was the genius behind Brabham cars as well as F1 Honda and Ralt.

For such a tiny frame, Ron had a prodigious appetite, especially where the desserts were concerned. It was not unusual for him to return for top-ups four times. When we took the mickey, he would justify it saying, "I never eat this sort of stuff at home, so I have got to top up for a weeks worth!" But it was also at the dessert table that he was most dangerous and he would often go missing, only to re-found by following the gales of laughter emanating from a random table of mature ladies with Ron holding court. We were under strict instructions to come and rescue him if he wasn't back in 30 minutes!

He never seemed overly enthusiastic to talk about his past cars (legend has it that he always said that his best car would be his next one!), but if anyone had or was rebuilding a Brabham or a Ralt, he would always give freely of his knowledge. Often we left the table with suspension drawings and slip angle calculations drawn on beer mats courtesy of Ron.

After Jack Brabham retired, Ron took over the Brabham company for a few years and then eventually sold it to Bernie Ecclestone. Not being particularly business minded, Ron got a relatively bad deal. It was Jack that did all of the financial dealings when they were together, and Jack was renown or being very tough with money, Ron recalls Dan Gurney describing him as "tighter than a fishes a***hole in winter!" Notwithstanding, Ron took a certain amount of glee in having Bernie as the bad guy. "If ever I want to go to a Grand Prix, I just ring Bernie, he knows he owes me, and he sends me over the tickets." As an F1 Constructor, he clearly had a lifetime pass but just did this to piss-off Bernie!



Ron also had a few dealings with Lotus, and told how in the 70's,

Colin Chapman made contact with him and invited him to come up and stay at Ketteringham Hall in Hethel. He was flown up there in the Lotus company plane and the reason for the invitation soon became apparent, Colin offered Ron a job as head designer for the Team Lotus F1 cars. "The salary wasn't too bad" Ron recalls, "he was going to pay me from 2 different companies", so no one in Lotus would know how much he was really earning. He was invited to live in an attached cottage with his family and Lotus would arrange for the children's schooling. They shook on the deal and Ron flew back to London. The next morning he had a call from Colin telling him to hold off for as bit, "well two can play at that game" Ron thought and when he hadn't heard after a few days, rang Chapman to say the deal was off! Notwithstanding that, Lotus always admired Ron's engineering and workmanship and often called him to purchase the odd front upright or something similar. "I was fine to sell them bits and pieces, but it was always cash up front, I knew what they were like".

Ron also loved the world at large, knowing I worked at the Maritime Museum he often asked if we had anything new that might tickle his interest. He would then come with me after lunch to see whatever was on offer. I recall when we had the little Duyfken replica at the museum, and I explained to him the rather haphazard method of Dutch boat building in the 1600's. They had no plans but would simply mark an outline on the shipyard floor and go from there. Ron's eyes brightened "So, just like Cooper" he said. The other exhibition he really loved and returned to more than once was Ships Clocks and Stars, where the museum exhibited one of John Harrison working clocks. Ron was transfixed at this and studied it for a very long time, and always with a big grin as he came away.

Then one day he didn't show up.

Seems he had a fall at home and being the stoic, a common trait in his generation, set off limping down the road seeking medical assistance. All the doctors and clinics were closed and when he came into a club, the doorman looked with alarm and immediately called an ambulance. He got patched up and returned home, but this was too much for his daughter who immediately arranged for him to come up the coast into a retirement home near her in Queensland. He was there, living a very full life and as usual, content with his lot. He passed away peacefully in his sleep on the 17th July.



***Ron in his first Ralt (Ron and Austin Lewis Tauranac )***

He was of course our guest of honour at Lotus 2013 and entertained us his stories of an unparalleled life during our dinner at Parliament House. We tried to press him into helping us judge the Concourse the next day but he declined saying modestly that the cars were a bit too fancy for him.

After he left us to go north, Peter Eppel suggested we rename our fortnightly luncheons in his name. We finally settled on the rather cheeky moniker of "the Lotus Quattro Dolci Lunches"

TD


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

# Lotus 2021 Postponed Until 2022

It is with a mix of disappointment and hope that we announce the postponement of Lotus 2021 to February 2022. We hope that when we arrive in Tasmania some eighteen months from now, our world will have reached a new equilibrium and we'll be able to hold a celebration to suit.

The biennial Lotus spectacular is a celebration of the community and the marque which has drawn us all together. It has become clear that, outside of practical considerations, by the time we get to crunch time, the event may not be available to the entire community, whether that be due to ongoing concerns, regulation, or financial constraints. By postponing the event by a year, we hope to be in an environment in which it can live up to its spirit.

That said, 2022 is a long way away, and we could all use something to look forward to between now and then. So, in lieu of the original Lotus 2021 plan we are going to hold an informal Lotus road trip through country New South Wales in Autumn 2021.

The plan is to enjoy our cars and community for a weekend and take advantage of the temperate Autumn weather. It will be a relaxed, informal affair and all will be welcome. More details to come shortly!

From everyone on the Lotus 2021 committee we wish you our best and hope you are keeping safe and well and looking after each other. In particular, our thoughts are with our Victorian friends in these tough times.

Take care, and we'll be back with more news in the coming weeks

# Answer to last months "Now who Said That?"




**Last months quote was**

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

**And the answer was Jackie Ickx.**

**First past the post was Anne Blackwood closely followed by Evan Jones. There were also a couple of 'incorrect' answers from people who did not read the clues!!**




*Jackie Ickx with his daughter Vanina*

# 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!



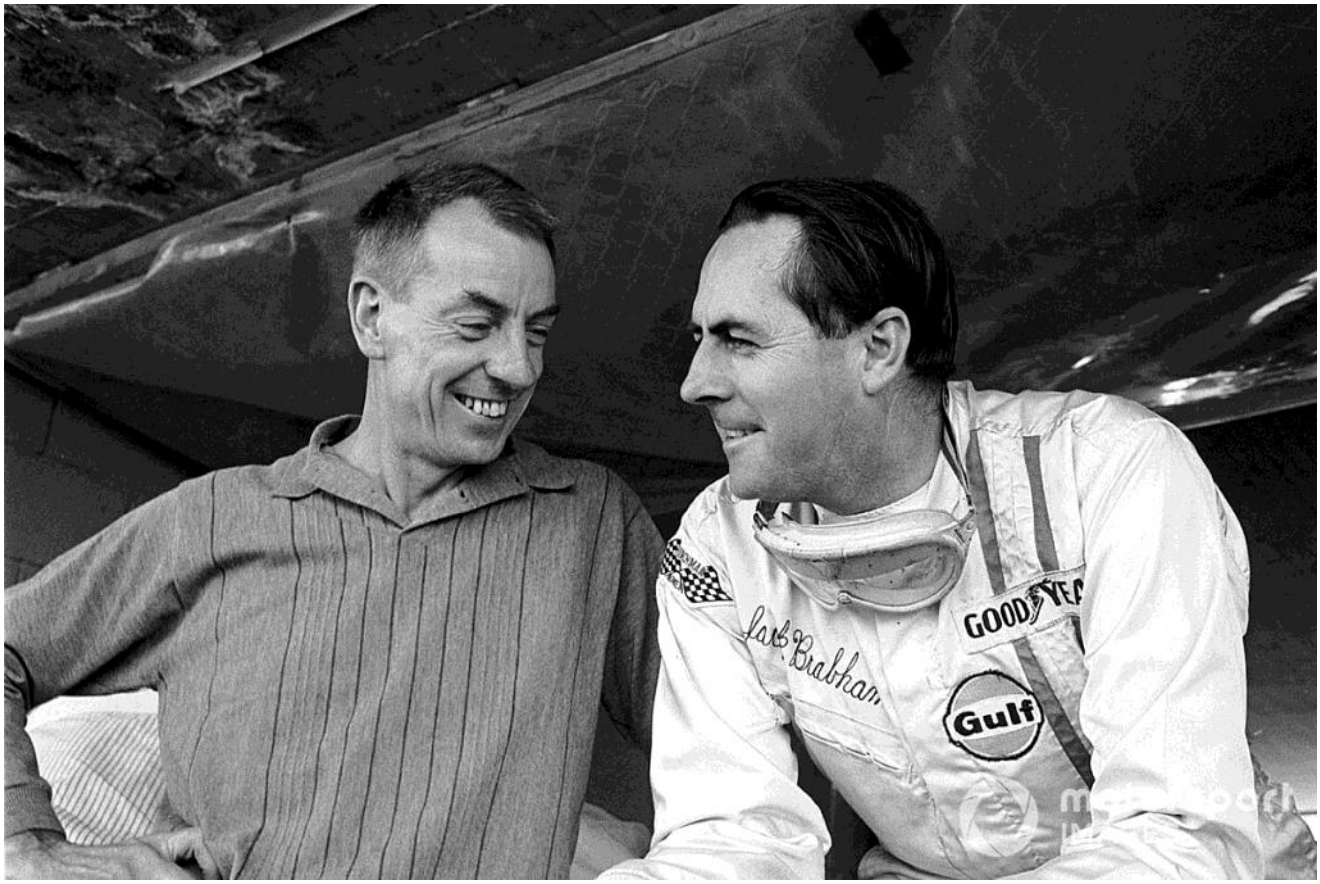
**This months quote is**

*"You've a better chance of winning the title with Lotus, but you've a better chance of staying alive at Brabham"*

And remember, the quoted person is mentioned somewhere in this newsletter and the person he is talking to is also in this month! Wow, how easy is that!!

# CLA NSW 2020 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| **Aug-20** | Saturday, August 15, 2020 | CSCA Round 4 MOCA | 8.00am | SPM Gardner |
| | Sunday, August 16, 2020 | Shannons All British | | **CANCELLED** |
| | 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 | **CANCELLED** |
| | 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 | | |
| | | | | |
| | | | | |




*Came across this lovely photo of Ron Tauranac and Jack Brabham. Maybe at Indianapolis?*

# CLA South Australia 2020 Diary

| Month | Day Date | Event | Location |
|---|---|---|---|
| | | | |
| **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 |
|---|---|---|---|
| | | | |
| **August** | 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 |
| | Thursday, October 22, 2020 | Targa West | |
| | Friday, October 23, 2020 | Targa West | |
| | Saturday, October 24, 2020 | Targa West | |
| | 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



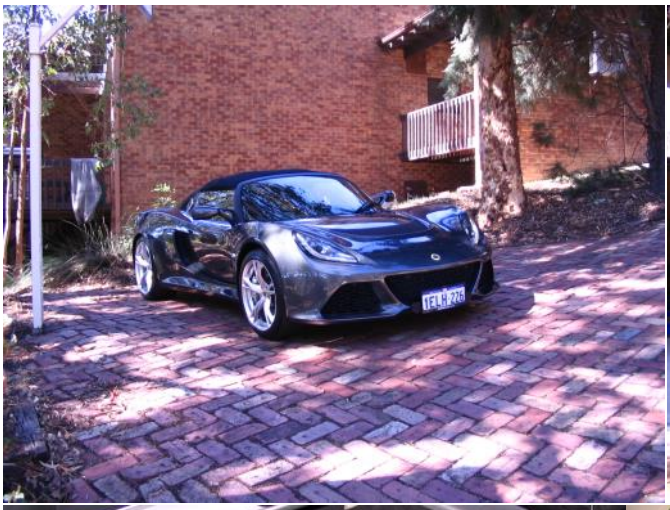


# For Sale

## 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

# Wheels for Sale

SILVER GENUINE FACTORY

OEM WHEELS RIM SET WITH LOTUS CENTRE CAPS

Wheels are used with some scuffs and paint fading. Check pictures for detailing, scuffs, etc

Front wheels have Yokohama Neova 175/55R16 Tyres. Rear wheels have Yokohama Neova 225/45R17 tyres

Canberra local collect or freight at cost to buyer

$1000 for the set.

Send Seth an email at web@clublotus.com.au and he'll put you in touch with Simon



# 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

