OCTOBER 2020

Chunky's Chatter



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



Inside this issue

- New Tyre Kick and Coffee Venue, Carss Park this coming Sunday
- Lots of South Australian news
- New Book 'Chasing Elites' reviewed

Club Lotus Australia
October 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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO A rather wet Sydney Tyre Kick and Coffee, September. photo thanks to Seth Reinhardt.

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be no meeting and Tyre Kick & Coffee has been cancelled dur to the Virus.
CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact:

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

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

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

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

Club Lotus Australia Committee

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

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

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

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

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

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

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

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

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

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

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

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

Registrars

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

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

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

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

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

Presidents Prattle
With Ashton Roskill



Hello everyone

Spring is certainly here, with the fine weather starting to encourage more thoughts for trips slightly further afield, I hope everyone has at least one car that is fully functional!

Thank you to everyone who braved the technology challenges for our first ever virtual AGM on September 15th. And thank you once again to your wonderful committee, all of whom have agreed to continue in either existing or slightly altered capacity; our fearless VP Anne has taken on the slightly daunting task of updating our Constitution (last updated probably sometime in the 1980s!), and in order to confirm the updates and alterations, we need 75% of the current membership to affirm their acceptance; so we will be in contact once it is in as close to final draft as we can manage for your thoughts and feedback, and once that process is complete, we will be back in touch for your vote of acceptance.

We have started work on the possibility of a trip around regional NSW to replace the L2021 trip to Tassie, planned at this point for late April or early May next year; thinking is to be three nights, four days, over a weekend (so for those still working it'll mean taking a Friday and Monday as leave most probably).

We also had an excellent suggestion from the ever-resourceful Ed Holly to try an additional Tyre Kick and Coffee location; just to be clear, this is an experiment, and not replacing the existing location at Kokoda Cafe in Rhodes, so THIS SUNDAY (11th) we will meet at the By the Bay Cafe in Blakehurst (see calendar invite for full details) kicking off a bit earlier than the Rhodes meeting, as this location becomes fairly busy by 9.30, so we are trying an 8.30 start.

We hope this may attract more of the southern contingent. If it works, we can work on a similar approach for the Northerners.

In other news, I'm truly delighted to see that the motorsport calendar is starting to regain some momentum; we had the Triumph round of the CSCA a couple of weeks back which I am very pleased to report was oversubscribed, such that yours truly only got in by dint of someone having to pull out at the last minute. Good times, with lots of familiar faces out having fun. Not a particularly fast day for some reason, but apart from an early and spectacularly generous oil spill, generally the day ran smoothly.

Simply Sports Cars has instituted a series of SMSP-based track days which have been well received by those able to get time off during the week.

And the HSRCA has announced that not only is the Spring Festival now going ahead at the end of October (31st Oct - 1st Nov) but also the Summer Festival (planned to be at the end of November) is to be held in honour of the late and great Ron Taurenac at SMSP. Planning is underway for the largest possible gathering of Brabham and RALT cars in the great man's honour, so if you have, or know someone with either marque, please get in touch with Wayne Wilson through the HSRCA. Most likely the number of supporters will still be limited to one per participant, so if you'd like to be there (as pit crew), let me or any of the regular participants know and we'll see if we can make it work.

We are still contemplating the possibility of a Christmas Party on Sunday 6th December; under current regs, the maximum number at a corporate event is 300, which we are unlikely to challenge, and provided we have 4 square metres of space per participant, and have completed an approved Covid Safety Plan, we should (I think) be OK. Then just have to find a location that'll have us! This will be a self-catered event (i.e. you bring your own food and drink) as there is simply too much complexity involved in getting a caterer involved.

And of course you have to want it to go ahead, so please let us know if you would like to come and would like us to continue planning this by dropping an email to Secretary@ClubLotus.com.au - if there is not enough interest, we will pull the pin!

So, as we rush headlong towards the Christmas period, I hope you and your families are well and starting to see the light at the end of the Covid tunnel, and I hope you all have started planning for a good break over the Christmas period.

Meanwhile, keep safe, upright and mostly on the blackstuff,

Pip pip

Ashton

From the Editor

Tom Devitt



Hello everyone and welcome to Octobers Chunky's Chatter. Alarmingly, by the end of this month its only 54 sleeps till Santa comes!

As the year draws to a close we look back on a couple of significant anniversaries, 55 years ago, Jim Clark secured his second world Championship, and 50 years ago, in tragic circumstances, Jochen Rindt his first and only Championship. Also 50 years ago Emerson Fittipaldi drove to victory in the USA Grand Prix to secure the Constructors Championship for Lotus in 1970. We have a look at that race inside.

Sad news for our more mature readers with the death last month of Diana Rigg. If you were a whipper snapper in the late 60's she was every boys pin-up, when she starred in the TV series the Avengers as Mrs. Emma Peel. And as an added advantage, she drove a Lotus Elan.

As you can see from the side bar, we are starting another Tyre Kick and Coffee get together. First of these in next Sunday 11th October at 8.30 am

If you live in southern Sydney or in the Shire, this should be right up your ally so please come and join us for a chat and some breakfast

Till next month, all the very best

Tom

Calling all Southerners!

This Sunday, the 11th of October, we will run a second Tyre Kick & Coffee at By the Bay Cafe in Carss Bush Park from 8:30am. Come along and say 'Hi!'

To provide a more convenient meeting place for members across our sprawling city, we are experimenting with the idea of Tyre Kick and Coffee taking place at other locations in addition to our regularly-scheduled catch-up at Rhodes. So for October (and if it is well received, beyond that) we are going to meet on the second Sunday of the month (11th October) at By the Bay Cafe in Carss Bush Park, on Carwar Avenue in Blakehurst

As the name suggests, the cafe has scenic views over the water. It's easy to access from the south, being a couple of km north of Tom Uglys Bridge, and a parking area is available for us to decorate. We look forward to seeing you there from 8.30am on.

Our regularly-scheduled Tyre Kick & Coffee at Kokoda Cafe remains as such, and will continue to be held on the third Sunday of the month (in this case, the 18th of October.)

CSCA 2020 ROUND 5 AT WAKEFIELD PARK



Round five of the 2020 CSCA super-sprint series was held at Wakefield Park on Saturday the 12th of September, kindly hosted by the Triumph Sports Owners Association in conjunction with Motor Racing Australia.

With 2020 up to its usual tricks, we'd endured another short motorsport drought following July's CSCA round three and Lotus Only Track Day double header. Happily, Wakefield Park welcomed us back warmly and put on a stunning spring day for the event.

Comprehensive COVID-19 safety procedures were in place, which shifted up the usual layout of the pits and paddock. However, thanks to the many happy spinters out to enjoy the day and the additional involvement of Motor Racing Australia, the atmosphere was excellent and the (more spaced out than usual) company and additional events out on track were enjoyed by all.

113 competitors set a time during the event, with 16 Club Lotus Australia members out to play. At the top of the timesheets, Martin Duursma and Richard Wodhams resumed their usual rivalry, with Martin the fastest of the Lotus drivers on the day on a 1:05.15 and Richard just behind on 1:05.76. Sadly, neither had the legs to challenge Daniel Nolan in the monster five-litre Nola Chev historic race car. He ran away with the fastest lap of the day – 58.97.



New Lotus owner Jonathon Bristow settled into his Exige very quickly, setting a 1:05.87 and finishing fifth overall. Brett Stevens also ducked into the 1:05s and set a personal best along the way with a 1:05.9997.

Steve Madden went second P2 on a 1:07.78, with John Deller pushing the big Commodore to a

1:08.32 – fastest R3. Colin Rudd was the fastest Elise on the day, chasing Dellar home on a 1:08.43.



Peter Taylor, Gino Valdes and Tim Kierath ran neck-and-neck in the late-1:09s and early 1:10s. Gino and Mel's car pulled double-duty all day and used up its pads, with Graham Allen (1:11.25, third M2) kindly swooping in with spares and help on the replacement job.

Jury Wowk is another new Lotus owner and CSCA participant, who's already hooked and looking forward to joining us for more super sprints. Jury set a very clean 1:11.57 in an Exige S.



An unfortunate early mark for the Exige Cup 240 of Liam and Craig Sheppard left them with only a handful of laps to set a time, but nevertheless they were off to a strong start. 1:12.25 for Liam and 1:12.84 for Craig.

Ashton Roskill was his usual dab hand at the wheel of his beautifully turned-out Spitfire/Lotus Elite. He whipped the aurally-arresting automobile around the circuit in 1:13.11. Ashton finished directly ahead of a Golf R, which gives you an idea of how well he and Garth Selig of Repair and Restoration have the car working.

Keith Edwards had a good day in the Audi S3 to finish on a 1:13.56, and Mel Valdes (1:14.18) continues to gain confidence and consistency as she moves up the time sheets.



Huge thanks to the Triumph Sports Owners Association, Motor Racing Australia and the many volunteers who contributed. Your work hosting the event and managing the challenging conditions with such aplomb is greatly appreciated by all, as was the good company and fresh air.

We look forward to doing it all again at the final round of the season, which will be held at Sydney Motorsport Park on Saturday the 18th of October and hosted by the Jaguar Drivers' Club.

Seth.

Images thanks to Gino Valdes

Mrs. Peel aka Diana Rigg dies aged 82



Dame Diana Rigg enjoyed an enviable acting career on stage, in film and on television. The range of her roles was enormous, from serious drama and comedy to high camp.

She was the only Bond girl to get Mr. Bond to the altar. But for me, she will always be the desirable Emma Peel in The Avengers TV series, with the added attraction that she drove an Elan.

Enid Diana Elizabeth Rigg was born 20th July 1938. On leaving school in 1955, she trained as an actress at the Royal Academy of Dramatic Art. Subsequently she joined the Royal Shakespeare Company, where she played a number of roles, receiving much praise for her portrayal of Cordelia in King Lear.

In 1965, she screen-tested for the part of John Steed's female companion in the TV series The Avengers after the then current Mrs. Peel, Honor Blackman, left the series to play Pussy Galore in Goldfinger.

Her performance as the cat-suited Emma Peel brought her international fame. The surreal psychedelia of The Avengers made it as much a symbol of the 1960s as the Mini, the Beatles and of course the Lotus Elan.



Sexy, resourceful and self-assured, with a deadly knowledge of self-defence, Rigg's character became an icon for the growing feminist movement. Her action-girl allure, coupled with her husky voice, (the result of a 20-a-day cigarette habit), also brought her plenty of male admirers.

But Diana found the fame as a TV star difficult, and after 2 years in the role, the constant invasion of privacy became too much to cope with and she left the series. Linda Thorson replaced her in the role in 1968

Like Blackman, Rigg moved from the Avengers to 007, starring in Her Majesty's Secret Service opposite George Lazenby. Rigg became the only Bond girl to get the secret agent to the altar, although the marriage was abruptly cut short when her character was shot dead soon after the wedding.

.

In 1994, Rigg was created a Dame Commander of the Order of the British Empire.

In her 70s, Dame Diana joined a long list of well known British actors who appeared in the hugely successful 'Game of Thrones' series, gaining an Emmy nomination for playing Olenna Tyrell a witty and sarcastic political mastermind popularly known as the Queen of Thorns

In 2017, the 20-a-day smoker found herself seriously ill and undergoing a heart operation.

Rigg died at her London home on 10 September 2020, at the age of 82. Her daughter, Rachael Stirling, said that the cause of death was cancer which had been diagnosed in March this year.

TD



Lady Olena, made bluntness and artform

SA Lotus Torque

An occasional contribution from our SA delegate, Andrew Stevens

September (Fathers Day) All Comer's Run: Spring is Sprung !

Our second monthly run since the COVID restrictions were lifted coincided with Father's Day. It's usually one of the smaller runs, with the duration shortened to allow for the many family commitments that tend to intervene. But we were in for a number of surprises.



The rollup at the Sikh Centre was larger than expected for the start of spring.

Firstly, befitting the start of spring, we were blessed with a warm sunny day, that encouraged those that could to arrive with roofs down and windblown hair.

Second, we were joined by Matt Spicer, the new Lotus Sales Manager at Zagame Adelaide, in a very neat, and quick, yellow Exige, accompanied by his son. If you're thinking of upgrading your weapon of choice, you can contact him at mats@zagame.com.au or Zero Four Nine Two 820 812. He wasn't the only new Matt in attendance, as Matt Lynn was also there in his newly acquired 2002 Elise, with only 8,000km on the clock. Yes you read correctly, 8000km in almost twenty years. When he acquired it, the car was still on its original tyres – now rectified thanks to Nth Terrace Tyres – and he's trying hard to rectify the low odometer reading as well.



We welcomed Matt Spicer in one of the Zagame Exige's.

The third, really great surprise was the presence of two Lotus 7's on the run. Mike Bennett had brought his freshly refurbished BRG version along, and was joined by Phil Moore in his slightly darker hued and rather more developed car. Both are a credit to two fastidious owners, and the longevity of ownership. With 95 years of collective ownership, and Phil having acquired his dream car some 53 years ago, it's clear that their dedication to the 7 is an enduring passion.

David Giles had brought along his recently completed Europa, in striking mint green livery. This started off as a barn find with just body, half a chassis, and some interior trim, painstakingly brought back to life. The finished result is startling, and the colour scheme redolent of the swinging 60's.



David Giles debuted his Europa project car. Love the colour !

We managed quite a rollup at the Sikh Centre, although as departure time arrived the numbers dropped off due to other family commitments, and it was a small contingent that headed down the Onkaparinga Scenic Drive to the Meadows Tea Rooms. The two 7 owners headed off in tandem and settled down for a catchup chat on arrival and to tell stories of early Lotus days. Meanwhile, a vibrant discussion on many Lotus and non-Lotus subjects ensued along the long table in the back room, as the Tea Rooms supplied food and coffee for everyone.



Mike Bennett's and Phil Moore's 7's grace the Meadows Team Rooms carpark.

Matt Spicer and David Wiseman were soon in discussion regarding the Zagame Tour as part of the forthcoming Classic Adelaide Rally, which is almost sold out. David's keen and our resident fig king Willa is also contemplating an outing in one of his historic cars. The temporary loss of the Adelaide Motorsport Festival and the forthcoming Supercar interruption to our track days at The Bend all got a run. Matt Lynn was being educated on all the pro's and con's of Elise ownership, and the "to do" list on his Ardent Red Elise was growing by the minute.

A great way to celebrate the first Sunday in spring, in a most unusual year, topped off by following Mike Bennett's 7 back down the valley towards Stirling.

SA Hillclimb Championships

The SCCSA conducted the SA Hillclimb Championship for 2020 at Collingrove at the start of September. Graham Smith was the only Lotus on track this year and managed fastest time in Road Registered 2WD Se-

dans & Sports Cars 1601-2000cc despite not getting any running on the Saturday. His 36.56 second run knocked off Porsche stalwart Norm Goodall, and the plethora of MX5's. His time was only bettered in the 2WD Road Registered Class by Mark Rice's much more powerful RX-7. Well done Graham.

Driving Standards

The following was posted on the CLA website recently. From the timing, I don't believe that it was one of our runs, but it does highlight that our cars are very recognisable, and that while we're out enjoying our cars, we need to respect the rest of the community out there and behave responsibly.

9 July 2020: From Nicola

Hi. I would like to extend a plea to all Lotus drivers to take a bit more consideration when they are out for a Sunday drive in the Adelaide Hills. Last weekend I was leading a horse on Longwood road near Mt Bold Road and this red lotus could be heard coming from a long way off going way too fast. This is an area where we live, there are lots of houses and children, dogs, horses and people. It is not a place to wind up the revs on your sports cars. Please take your cars to their limits where you cannot be a danger to others. This is our home and it is not a race track.
I am sympathetic with car lovers as we have a Lotus in our garage, but please pick carefully where your drivers go above the speed limits. Please keep our homes speed and fatality free.

Cars and Parts for Sale

David Tye has sold the Elan Project car that he had for sale but still has the Europa

https://www.clublotus.com.au/2020/08/for-sale-1972-lotus-europa-twin-cam/

He also has a set of 6"x13 Europa Wheels from his JPS, as he's upgrading to 14" rims.

https://www.clublotus.com.au/2020/09/for-sale-jps-europa-special-rims/

Contact David on "zero four zero three 600 600" for further details

Next Month



Graham Smith hugs the inside line on his way up the Collingrove hill.

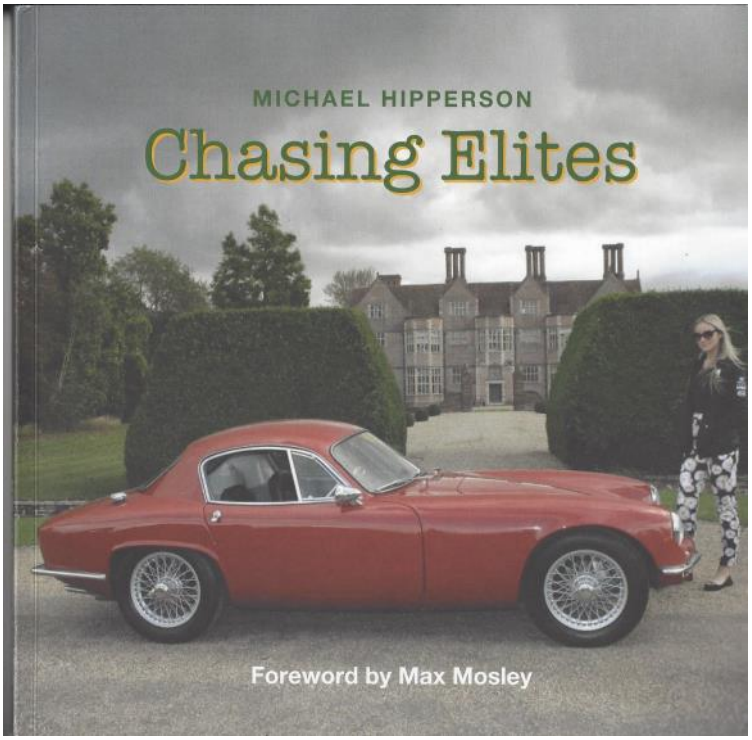
We'll be back next month, meeting at the Sikh Centre carpark at the bottom of the SE Freeway meeting up by 9:00am on the first Sunday of the month. See you there !

Happy Motoring

Andrew Stevens
CLA Delegate SA
0448 456 605

Book Review

Chasing Elites by Michael Hipperson with a forward by Max Mosley



As I mentioned last month, a new book about Type 14 Lotus Elites by Michael Hipperson has been published in the UK. The book, as Michael himself describes "is intended as a lighthearted romp, without getting too technical".

Whilst only a little over 100 pages, it is a totally absorbing book about this groundbreaking car. He starts off with a summary of the men behind the design and building of the car. Then a couple of chapters on the early days of body construction at Maximar and the eventual transfer of this work to the Bristol Aeroplane Plastics company including lots of never seen photographs of the BAP company production stages. A couple of chapters later we find out why Mr. Mosley did the forward. It was the author who tweaked that an Elite that Bonhams Goodwood Revival Auction has recently sold, had in its catalogue about the history of the car in the auction , that 'Blah, blah, blah, first purchased by a Mr. Mosley of Manchester'. At a Max Mosley book signing Hipperson told Max

"Your old Elite was sold at Bonhams last weekend"

"Not 9364ND?"

"yes"

"Michael, how can we get that car?"

The book then turns into a bit of a thriller as Hipperson and others try to repurchase the car. Clearly if anybody cottons-on to the fact that Max Mosley is trying to buy the car the price will go through the ceiling!

I won't spoil the fun of this rather white-knuckled adventure save to say that Max eventually got the car back. Then follows chapters on its restoration and finally its return to the road. At Castle Combe in 2017 for the 60th anniversary of the car and to Hethel for the 70 anniversary of Lotus cars.

Michael finishes the book with, I think, one of the most valuable contributions to the history of the car, the story of each of the famous racing Elites in the UK. DAD 10 (Les Leston), OO6340 (Keith Green & Brian Hubbard), 8MPG (Roger Nathan), WUU2 (1959 LeMans), 6SME (1960 LeMans), CB23 (Jazz musician's Chris Barber's car, and the 1959 Earls Court display car), EL5 (Ian Walker) and LOV1 (Graham Warner)

So, a must have book for any Lotus aficionados as well as Lotus collectors in general. But be aware, it is not the whole story of the car, for that you need to go to Dennis Ortenburger's *Lotus Elite, racing car for the road.*

One minor criticism, the paper used to print the book is thick and not particularly good quality and this detracts from the sharpness of the pictures somewhat. However this is probably an economic necessity as it is never going to be the next J.K. Rowlings novel and publishing costs needed to be kept low!!

TD



Max Mosely's elite parked alongside an ex Algerian French Dassault MD454 Mystere at Andrewsfield Aerodrome in Essex.

Confessions of a sportscar masochist.

What does LOTUS stand for? **L**ots **O**f **T**rouble **U**sually **S**erious...Ha! What about **T**ow **V**ehicle **R**equired! Yes, as a chronic sportscar masochist I have added a TVR to my tales of woe. The new addition is a 1994 TVR Griffith 500.

So what's TVR got in common with Lotus, apart from a bad reputation for reliability? Well, it is interesting to compare the two companies and their cars. Both were founded by young men passionate about fast cars. TVR was established in Blackpool in 1947 by Trevor Wilkinson (hence TVR, as in **T**re**V**o**R**). Lotus was founded in 1948 by a young Colin Chapman in Hornsey, North London. There are many stories as to the origin of the Lotus name but the one I like best is that it came from the label on a box of mixed parts at an auto jumble auction; "Lot unspecified" or Lot US. Rather fitting really.

Both companies went on to produce light weight fibreglass bodied cars with steel chassis using a variety of engines. Eventually both would produce their own engines. Both companies have suffered financial difficulties, have had many owners and have survived to the present day .... just. Both have recently announced new cars; TVR a new generation 500HP Griffith designed by Gordon Murray and Lotus a new electric 2000HP "hypercar" designed by Russell Carr. The difference in approach is stark and to some extent reflects each company's philosophy on what constitutes a sports car.

The original TVR Griffith was first built in the USA in 1964. A contemporary of the AC Cobra, it was named for TVR distributer Jack Griffith who planned to beat Shelby at his own game with a Ford V8 powered TVR Grantura (which usually sported an MGA engine). It proved to be fast but also very twitchy, especially if the right pedal was not used with caution. This seems to be a trait that has been encoded into the DNA of all subsequent TVRs.

The second generation Griffith (1990-2002) was debuted at the Birmingham Motor Show. It was so popular, it is said, that an order was taken every 8 minutes. The car was like most other TVRs before and since; a simple steel tube chassis with a light glass body and a very big engine up front. But the "Griff" was also beautiful with sculpted lines and curves (so different to the origami wedges it replaced), a sumptuous leather interior and a clever Targa/convertible roof.

My first encounter with a Griffith was when a friend in NZ loaned me his for the day. It was a "tweeked" SE version, one of the last 100 made. The car was stunning to look at but intimidating to drive. It didn't want to idle and getting off the mark I either stalled it or laid rubber. But it left a lasting impression.

And so it was that at the beginning of last year my wife and I moved to Japan. After farming out our Loti to trusted friends and family for safe keeping, it was time to find an interesting car to keep me occupied in Nippon. Soon after arriving in Japan I joined the TVR Car Club. They informed me there are only seven Griffs in the country but as luck would have it, one was for sale. It was a Japanese delivered 1994 Griffith 500 (5 litre V8, 340HP). It proved to be a much nicer car than my friend's "tweeked" SE. It is docile with lashings of torque (350lbs/ft). It can accelerate smoothly from an idle in 5th gear, I kid you not and it's seriously fast if you push the right pedal. How fast I hear you ask? Zero – 60 comes up in 4.1 sec, 100 in a shade over 10 sec and tops out at 167 in the old money.

It usually takes a little while to get used to an unfamiliar car but I immediately felt comfortable in the Griff. It was like meeting an old friend you haven't seen for years but after a minute or two you're both back in the groove. Surprisingly, the old friend it reminded me of was my 1971 Lotus Elan Sprint. The seating position, the snug cabin, tight footwell with no room beside the clutch peddle, short throw positive gearbox, light but precise steering, supple suspension and its style. Like the Elan, it's beautiful. Both are "last look" cars. I think the test of a beautiful car is if you always give it one last look over your shoulder as you walk away.

The Griff is like the Elan in other respects as well. Simple steel chassis (prone to rust), front engine, rear wheel drive, walnut dash, independent suspension all round and it smells of GRP and glue. Yes, the TVR is like a sixties Lotus with a stonking engine fitted. Except it was built three decades later. And that is the surprising thing. The Griff is a time warp car. When TVR was still building the Griffith, Lotus was making the Esprit and the Elise. The Griff and the Elise are contemporaries. Compared to the Griff, the Elise is from another planet.

There is nothing sophisticated about the Griff and it has its faults but with the way it drives, and those looks (and did I mention the sound of that V8?) I'm glad I bought it. I am glad crazy TVRs will still be made so we can keep wearing the T-shirt. You know, the one that says "TVR: Deafening the neighbours since 1947".

Cheers

Kenneth Walsh (Kobe Japan).



Ken's TRV in Japan

Fifty years ago this month Emerson Fittipaldi scored his first GP win in a Lotus and Team Lotus secured the 1970 Constructors Championship

On October 4th, 1970 the USA grand Prix was held at Watkins Glen in the beautiful Finger Lakes district of New York state. Formula 1 was developing a large and enthusiastic following in America and so as to allow protection and security, all the teams with the exception of Ferrari we housed in the large and secure Kendall Tech Center. For the first time, race day was to see a crowd of over 100,000 fans.



All the teams with the exception of Ferrari used the Kendall Tech Center as their base

Lotus, still reeling from the terrible death of Jochen Rindt at Monza did not appear for the Canadian GP at St Jovite but turned up to Watkins Glen with 2 cars. The repaired 72C/R5 for Emerson Fittipaldi and 72C/R3 to be driven by Swede Reine Wisell. The latter was the car normally driven by John Miles, who, still doubting the sanity of continuing with F1, had decided to leave the team. Graham Hill also driving a Lotus 72 (R4) was running for the Rob Walker team. There were 24 other drivers at the Glen and 3 of these would be dropped as the race only allowed 24 drivers to commence.

Practice got underway on the Friday at 1.00pm, and the track was a bit of a mess. A Can-Am event in July had torn up the circuit, so it had been patched up in many places. This meant that bits of the circuit had little traction whilst other areas were normal. At 4.00 pm, Jacky Ickx running new Firestone compounds had set a 1minute 03.4 secs, a second faster than anybody else. Because of the late start, practice was extended, and Lotus were getting in the swing. For a moment it looked like Emerson was going to get second place, only to be told that Stewart had pipped him by 1/500th of a second.



At race end Fittipaldi leads from Rodriguez

Race day saw a heavy storm pass over the circuit twenty minutes before the start and teams were all-a-flutter as to what tyres to fit, everyone fitted wets, then as the rain stopped, most went to slicks save for Regazzoni in a Ferrari and Derek Bell in a Surtees who both started on intermediates. From the start, Stewart took the lead but Emerson, who had a lousy start and was in 8th at the end of the first lap. By lap 5 he had made up one position and now was followed by Hill and Hulme, Wisell and Bell. Around halfway, Graham Hill came in

to have a fuel leak looked at but it soon became apparent that there was more to the problem, as Hill was soaked in fuel. The team fixed the leak and doused Hill with water. A couple of laps later he was back in, out of the car and jumping around like a trapped squirrel in a pedal bin, the fuel-soaked overalls were driving him crazy! Rob Walker did a deal with John Surtees, who was out of the race and gave his overalls, including underwear to Graham. Apparently, the sight of 2 naked F1 drivers in the pits stayed in many mechanic's memory for years to come.

Back in the race, and by lap 54 Stewart was a half a lap in front of second place Ickx and about to lap Fittipaldi, but after only another 3 laps the positions were changing and with Ickx out and Emerson in third, albeit one lap down. Then it became clear that Stewarts Tyrrell was not too well, with one bank of cylinders smoking badly. Rodriguez blasted past to take the lead and Fittipaldi and Wisell unlapped themselves, and on lap 83 the Cosworth in Stewarts car seized. Rodriguez inherited the lead 18 seconds in front of Emerson with Wisell in the second Team Lotus car running third but 46 seconds behind his teammate. With 8 laps remaining Pedro Rodriguez coasted into the pits out of fuel, and an incredulous Fittipaldi swept into the lead. BRM quickly threw a few gallons of fuel into Pedro's car and he was back on the circuit. He caught and passes Wisell but was never going to get Emerson who took his first Grand Prix victory and was greeted by a leaping Chapman throwing his cap in the air. The win now cemented Rindt's World Championship and took Lotus into the Champion Constructors for the year.



Emerson receives the winners trophy with a rather disinterested Miss US Grand prix and a clearly elated Colin Chapman

TD

Gerringong Motor Fest 20th February 2021 Michael Cronin Oval



SUBJECT TO COVID19 REGULATIONS AND PENDING KIAMA COUNCIL APPROVAL, MAKE A TENTATIVE BOOKING IN YOUR DIARY

Gerringong Lions Club is planning to hold its **annual Motor Fest/ Car Show on Saturday 20th February 2021 on Michael Cronin Oval Blackwood Street Gerringong**.

This initial contact is to advise you and or your club of our intention to hold the annual Motor Fest/Car Show subject to approval and we suggest that you may want to alert your club members who may have an interest in participating in this car display day. Normally we can accommodate **300 plus vehicles** with plenty of room between vehicles (certainly meeting any Government and Health requirements). Normal distancing requirements will apply once on site and hand sanitiser stations will be provided throughout the site.

About The Event

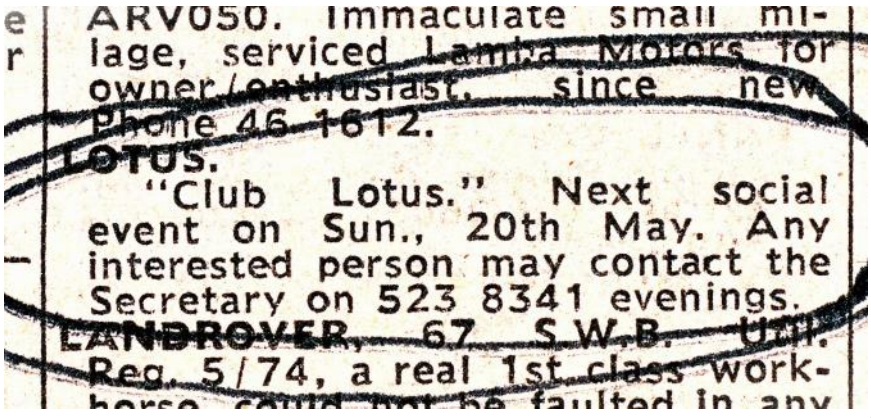
This year again our intention is to invite along the specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. In any case every vehicle club and vehicle type will be welcome.

For your club members interest this event will be held to coincide with Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

Any member interested please contact Evan Jones to register your interest

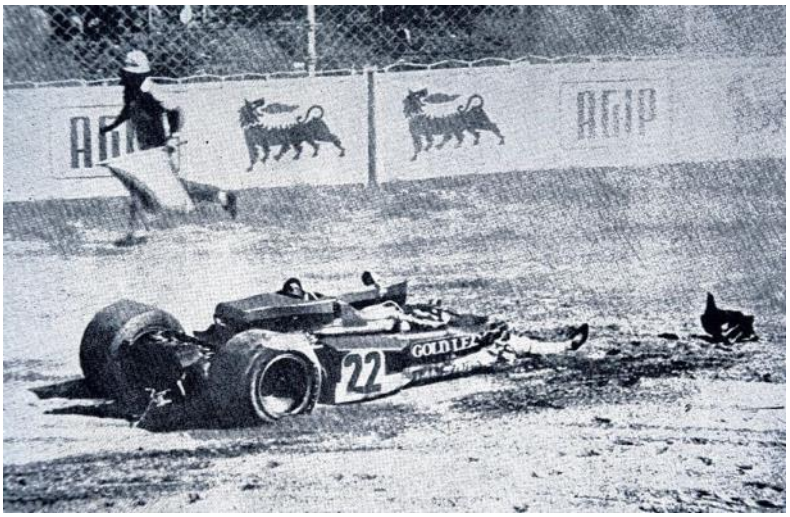
---

Brian Caldersmith dug up this very early ad for the club, then known simply as Club Lotus, posted by David Levy early May 1973 in the Sydney Morning Herald



e ARV050. Immaculate small mi-
r lage, serviced Lamia Motors for
owner/enthusiast. since new.
Phone 46 1612.
LOTUS.
"Club Lotus." Next social
event on Sun., 20th May. Any
interested person may contact the
Secretary on 523 8341 evenings.
LANDROVER, 67 S.W.B. Util.
Reg. 5/74, a real 1st class work-
horse could not be faulted in any

This Month in 1970, Lotus clinched its 4th World Championship, but in tragic circumstances



Last months ***Who Said That*** would prove to be chillingly prophetic. Bernie Ecclestone, who was Jochen Rindt's manager was replying to a question Jochen had put to him. Who to drive for, Lotus or Brabham. For the 1970 season, Jochen had a loose agreement with Jack Brabham. This pleased Jack, as he wanted out of driving and had told his wife that his last season would be 1969. She was overjoyed, but then Jochen came back to Jack, saying that he had committed to Colin Chapman and didn't think he could go back on his word. Jack reluctantly agreed, and continued to race for the 1970 season and, in fact, should have won 2 of the races of season that Rindt had won. One by a extremely rare mistake by Black Jack and another by his team not readjusting the fuel flow rate, such that he ran out of fuel on the last lap. Jochen, initially very cautious about the dependability and reliability of Colin Chapmans' cars, was now , at Monza, full of confidence in the Lotus 72C. This was a car that he had cursed, and threatened never to drive, but the Lotus engineers and mechanics at last made the car something that was unbeatable. Amazing, as their aging Cosworth engines were now being attacked by the enormous power of the V12s of Ferrari and Mantra which were already clocking more than 10mph per lap than the Lotus. To try an overcome this several teams including Lotus had removed the rear wings and Jochen reports another 800rmp in the Monza straight. Next day, Rindt's gear ratios were raised and he was flying!! Then disaster, Denny Hulme, who was on the circuit with Jochen, was recorded as saying "Jochen was following me for several laps and slowly catching me up and I didn't go through the second Lesmo corner very quick so I pulled to the one side and let Jochen past me and then I followed him down into the Parabolica, …..we were going very fast and he waited until about the 200 metres to put on the brakes. The car just sort of went to the right and then it turned to the left and turned out to the right again and then suddenly just went very quickly left into the guardrail."

Upon impact, a joint in the crash barrier failed and the front of the car went under the barrier and hit a stanchion head-on, destroying the front of the car. Rindt, who was never keen on seatbelts used only four points on the five-point harness so did not wear the crotch straps, as he wanted to be able to exit the car quickly in the event of fire. On impact he slid under the belts, and the waist strap fatally slit open his throat. Later investigations into the fatality found that the accident was initiated by a failure of the car's right front brake shaft, but that his death was caused by poorly installed crash barriers.

Lotus withdrew all cars from the race which was eventually won by Clay Regazzoni. The world Championship standing were then Rindt on 45, Brabham and Stewart both on 25 and 3 races to run. As it turned out Jacky Ickx won 2 and the new boy at Lotus, Emerson Fittipaldi took out the US at Watkins Glen. This meant thar Jochen was World Champion. The trophy for this was presented to his widow Nina by Jackie Stewart on 18 November 1970 in a ceremony near the Place de la Concorde in Paris.

TD

NOTE New Date for the Spring Festival!!



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.

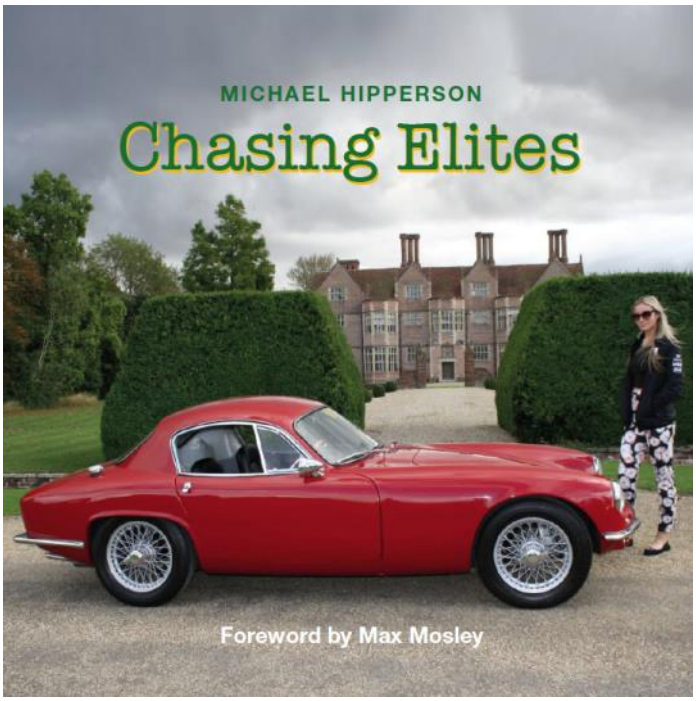
That said, 2022 is a long way away, and we could all use something to look forward to between now and then. So, in lieu of the original Lotus 2021 plan we are going to hold an informal Lotus road trip through country New South Wales in Autumn 2021.

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.

British Author Michael Hipperson has released his latest book 'Chasing Elites', covering the Lotus Elite Type 14.
'Chasing Elites' seeks to understand what made the Lotus Elite Type 14 so remarkable and ahead of its time. It includes a foreword by Max Mosley.
The book sells for £10 and Hipperson donates proceeds to children's charities once self publishing expenses have been covered. His previous two books raised £20,000 for such charities, having sold close to 4,000 copies.
Elite fans or those looking to learn more about the cars can pick up a copy online at www.letthemstare.co.uk This appears to be the only outlet as he Book Depository and Amazon do nor list it. I have ordered a copy and with postage comes to about $38.00. There is a review of this book on page 11



Answer to last months "Now who Said That?"



Last months quote was

"A lot of people criticize Formula 1 as an unnecessary risk. But what would life be like if we only did what is necessary?"

The answer is Niki Lauda and the winner was Bob Hunter



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 my sport, the quick are too often listed among the dead

And remember, the quoted person is mentioned somewhere in this newsletter and to make it a bit easier he is Scottish and has won 3 word Championships.

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
		NOTE NEW START TIME FOR T.K.&C.		
Oct-20				
	Sunday, October 11, 2020	Monthly get together, tyre kick & coffee	8.30 am	By the Bay Cafe in Blakehurst
	Sunday, October 18, 2020	Monthly get together, tyre kick & coffee	9.30 am	Kokoda Café, Rhodes Park, Rhodes.
	Sunday, October 18, 2020	CSCA Round 6 JDCA	8.00am	SMP North
	Friday, October 30, 2020	HSRCA Spring Festival	8.00 am	Wakefield Park
Nov-20	Sunday, November 1, 2020	HSRCA Spring Festival	8.00 am	Wakefield Park
	Sunday, November 15, 2020	Monthly get together, tyre kick & coffee	9.30 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	Sunday, December 6, 2020	Christmas party		Pending
Jan-21				
Feb-21	Saturday, February 20, 2021	Geringong Motrfest	8.00 am	Mick Conin oval contact Eva Jones
Mar-21	Sunday, March 7, 2021	CSCA Round 1 CLA	8.00 am	Wakefield Park
Apr-21				
May-21				
Jun-21				
Jul-21				
Aug-21				
Sep-21				
Oct-21				
Nov-21				
Dec-21				

CLA South Australia 2020 Diary

Month	Day Date	Event	Location
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	
January			
February	Sunday, February 14, 2021	All British Day	Echunga

CLA WA 2020 Diary

Month	Day Date	Event	Location
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



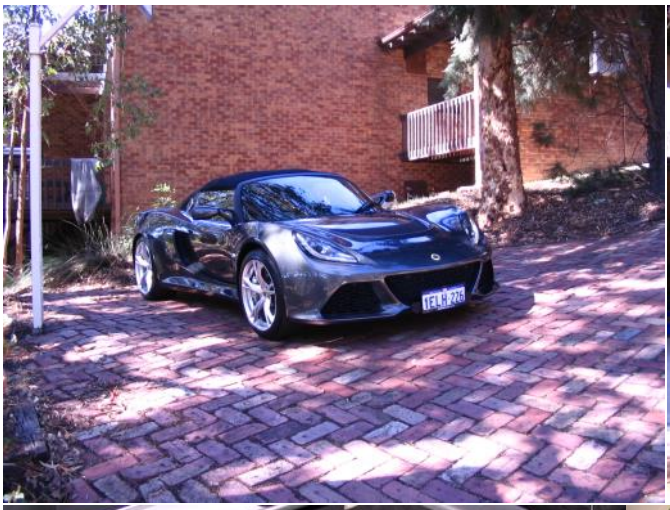


For Sale

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

As some members will be aware, my brother Gos Cory died last year. He was a member of the Club, and had only recently sold his twin cam Europa which he had campaigned on track.

I am now selling some books of his on behalf of his partner, one of which is 'In the Left-hand Seat', the sporting biography of John Dawson-Damer. Given its relevance to club members, I am offering it here first, prior to listing it with the others on the usual sites. It seems to be somewhat collectible, and I am offering it at $AUD150, plus $20 post.

I also have his Golden Jubilee jacket, in excellent condition, size 3XL, free to someone who a) wants it, b) fits it, and c) wears it.

You can contact Ed Cory on 0468 369 285,



Wanted

Lotus Elise S1/S2 OEM Seats

I'm looking to purchase original front bucket seats (or worst case just a drivers seat) from a Lotus Elise for a car project that I'm building. They can be used/damaged condition but must be original as I am having the car engineered and need to prove that the seats are from an existing car model, otherwise I need to have expensive ADR compliance testing.

If you could let me know if anything comes up, that would be appreciated.

Regards,

Warwick Black

0473578822

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

$750. 00 for the set.

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

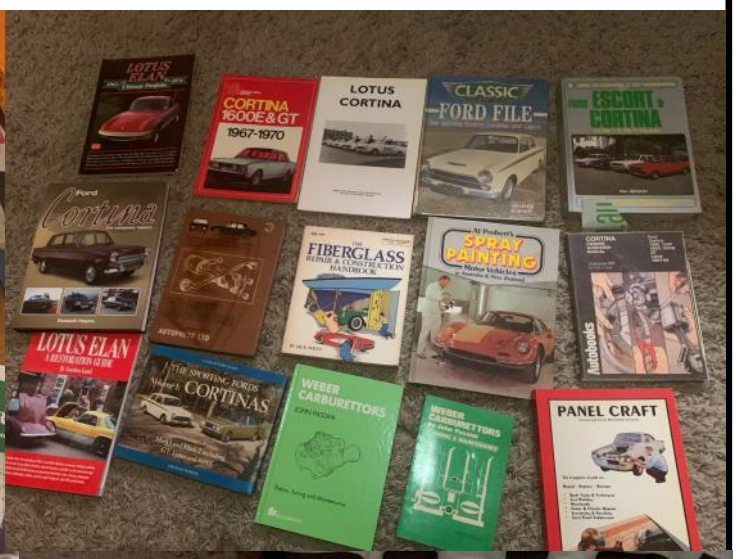


For Sale

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



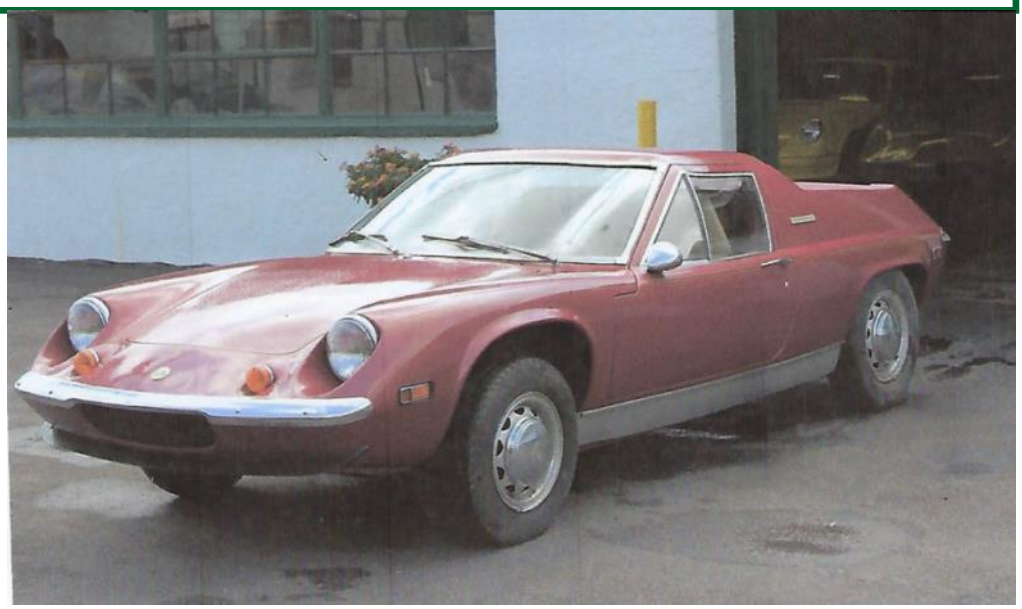






For Sale

1972 LOTUS EUROPA TWIN CAM



This left-hand drive Lotus Europa Twin Cam (VIN 72042223R) was brought in from the US.
The car was originally Lagoon Blue Metallic. Since painted Maroon Metallic. There are paint defects. All glass has been taken out in preparation for paint repairs but comes with the car.
Lotus Twincam Stromberg head complete with cam shafts, front timing chest, pistons, crankshaft and conrods come with the car along with a four-speed gearbox. Engine block and bell housing are not included. A Fuego 5 speed box is available, but is not included in the sale and would be at extra cost.

Brand new dashboard included.
Clear title and import approval.
This car could be a contender for a more modern Ford engine upgrade that would bolt in. check your options by Googling Spyder Cars. All the components that you might need are readily available.



$19,500 ONO
Call David on 0403 600 600 for any discussion about the car. Don't hesitate.

For Sale

Historic Lotus open wheeler Type 61

Historic Lotus open wheeler Type 61, fully and carefully restored from the ground up with no expense spared.

Suzi and Rob are selling their historic Lotus 61
Chassis professionally rebuilt and trued, with fresh coolant tubes inserted Hewland gearbox, professionally rebuilt $7,000 alone for the gearbox). Engine, drive train, electricals, suspension all completely rebuilt to as new or better than new standard. Body work redone and repainted by Australia's leading painter Danny Makdessi in Gold Leaf team colours. This is one of only around 200 built and comes as no doubt the best one available anywhere in the world.
Ready in as new condition for the next custodian of this highly desirable and collectable racing Lotus.
$59,000 vehicle is located in Sydney. Pics will be provided, trailer separately available if required

Contact Suzi on .0400 383 069