NOVEMBER 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 is a huge success.
- Last 1960 F1 victory for a Lotus, but it was that pesky Moss again!
- First hint of a new Lotus coming in 2021.

Club Lotus Australia
November 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 Spotted this on Facebook. Apparently it is a Lotus XI at Brands Hatch with a body redesigned by Peter Kirwan Taylor who so impressed Chapman that he got him to lead design the Elite. Maybe more about this car later on.

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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Presidents Prattle
With Ashton Roskill



Well here we are in November.

Who would have thunk it - I'm not exactly sure where this year has gone, but it does seem to have flashed by a bit faster even than the last few.

I'll blame Covid. And that's the last mention, I promise.

This is late as I was away all weekend at the delayed HSRCA Spring Festival at Wakefield. What a great turnout of varied and unusual cars - I am constantly surprised that there are so many hidden gems, and better yet that they are brought out to play. I'll try to scribble some notes elsewhere to go with Seth's awesome photography.

A few weekends ago we wrapped up the CSCA series for the year at the Druitt circuit at SMSP; organised by the Jag Club, the new scrutineering, sign on and briefing process was seamless and relatively simple, and certainly reduced the amount of stuffing around; it's amazing how little bureaucracy you really need to get stuff done. Thank goodness for common sense over red tape. To be fair, the same can largely be said for the HSRCA meet last weekend, so I sincerely hope there is no inclination to go back to the bad old days.

This coming weekend we are going to try for the second running of the Southerners Tyre Kick at Carrs Park, and after last time's amazing turnout, I am looking forward to seeing lots of you there. You even get a bit of exercise walking from the car park to the cafe and back. And for the uninitiated, you turn right uphill to an overflow car park as you are coming into the end of the park nearest the sea.

We had continued to hope that we might gather a few together for a Christmas Party, but the number of locations willing to accomodate a group of 30 or so is close to if not actually zero. So we'll call that one unsuccessful, and instead I'm going to suggest we make the Tyre Kick and Coffee before Christmas our quasi-Christmas Party (or parties - we could have two), and ask you all to bring the obligatory silly paper hats, party poppers etc to litter the area (no, please don't). But please bring the other half if you can persuade them out of bed. Just as a reminder, the Carrs Park event will be on Sunday 13th December from 8.30, and the Kokoda Cafe one will be on Sunday 20th December from 9.30. And you can't use he excuse that you have a million competing parties to go to - that won't wash.

Overseas for a moment, and I am pleased to report that, having prevaricated a bit, I have finally decided to sell the Porsche Boxster that I've had in the UK for nearly 7 years. In that time, it has served me and many others who have used it well, including multiple trips to Europe (which is what they do best, blasting down French A and B roads at slightly illegal but exhilarating speeds), but given the likelihood of using it again in the foreseeable future (no, I didn't mention it, just alluded to it), I decided someone else can have fun with it. And I'll ship Gidget over there next time I need a car on foreign shores. So if you didn't borrow it, you've missed your chance.

Righto, better get this off to Tom, and start getting the planning underway for our trip around country NSW in April. I gather the VSCCA (Vintage Sports Car Club of Australia) has previously organised a run over the Blue Mountains and down to the Snowies, so I'm going to find out some more details on that route.

Meantime, please keep yourselves and your loved ones safe, and stay upright and mostly on the blackstuff,

Pip pip

Ashton

From the Editor
Tom Devitt



What a fabulous roll up for the initial Sothern Sydney Tyre Kick and Coffee 'By the bay cafe' in Carss Park. Given the call only went out a couple of weeks before the event, the response was overwhelming. Some fabulous photos taken by Syd Reinhardt on pages five and six inside. Given the success, the committee has decided to run with this on a regular basis, Carss Park on the second Sunday of the month and Rhodes on the third. That way there is no excuse not to get your little gem out for a run on quiet Sunday mornings. This got me curious about where the habit of kicking tyres came from. It seems there are 2 possible explanations both dating back to the early days of the automobile. Early trucks often had multiple tyres on the one axel and flats were not immediately evident. The truckers would kick the tyres one by one listing for the dull sound that would indicate a flat. The other, perhaps less believable, is that when there were still more horses than cars on the road, horse-riders would get the manure off their shoes by kicking car tires with the side of their boots, the rubber being less likely to damage the leather of the boot. So, there you go, believe it or not.

By the way, if you have a car on historic plates, keeping the authorities happy is never easy. Thanks to Evan Jones we have the latest news. Pages 13, 14 and 15 are important reading as they are the latest ruling regarding modifications to come from Transport for NSW. Please read carefully!



The restoration of the Lotus XI originally built by Peter Kirwan Taylor and currently being rebuilt. Hopefully as more news comes in ther might be a story!

Sadly the Gerringong Motor Festival has fallen a victim to COVID and has been cancelled for next year, however, historic motor racing is still going strong with the Historic Sports Racing Car Association going ahead with its Summer Festival. A tribute to our great friend Ron Tauranac with an unprecedented number of Brabham's and Ralt's in the entry list as well as a tribute to the 60th Anniversary of the Tasman Series at Warwick Farm, always well represented by the Lotus F1 team who flew over from England to compete the whole series.

Finally, I am going to be a bit of a party-pooper. If you have a classified ad in Chunkys Chatter and have had it there before this month, it will be removed in the new year unless you tell me you want it to stay. (the classifieds are almost as big as the newsletter!!

See you next month.

Tom.

Tyre Kick & Coffee event – this time held to the south of Sydney at By the Bay Cafe in Carss Park.



This past weekend, on Sunday the 11th of October, we kicked off a second Tyre Kick & Coffee event – this time held to the south of Sydney at By the Bay Cafe in Carss Park. Syd Reinhardt has kindly passed on some photos for you to enjoy.

The casual catch-up was held at By the Bay Cafe in Carss Park, with the hope of providing a more convenient location for our members living on the southern side of our sprawling city. It seems to have been a good idea well received, as we had a great turnout for the event!



It was a stunning day, made all the sparklier by a car park filled to the brim with Lotuses of every model, vintage and colour. All enjoyed catching up in the fresh air and sunshine, and the event seems to be a shoe-in for a sophomore effort in November.

Thanks to Ed Holly for the brilliant idea and location scouting, and to Syd Reinhardt for the photos.

Remember – our long-standing Tyre Kick & Cof-

fee at Kokoda Cafe in Rhodes Park is still on, and will be held this Sunday, the 18th of October from 9:30am.

Images thanks to Syd Reinhardt









CSCA 2020 ROUND 6, THE GRAND FINALE ALL TOO SOON



It feels like it's only just begun in earnest, but 2020's CSCA super sprint series signed off on Sunday afternoon, settling in for a Summer vacation following a spectacular day of sprinting around Sydney Motorsport Park.
The final CSCA round of 2020 was held on Sunday the 18th of October on Sydney Motorsport Park's North circuit, hosted by the Jaguar Drivers Club of Australia. It was round six of a season somewhat paradoxically only four rounds long, and our first visit to Sydney Motorsport Park since we were on the same layout for round six of the 2019 series back in September of last year.

With 18 signed up, we ended up with 14 Club Lotus Australia drivers settings times, eight of which qualified for the top ten once the final chequered flag went out.
After a week of depressing weather predictions for Sunday, the day dawned gloomy. However, the predicted precipitation seemed to prefer its place amongst the clouds, and we enjoyed dry conditions blooming into a pleasant afternoon.

Brett Stevens put in a great drive to secure the Club's top spot. He went fastest in P3 and second overall on a 1:11.047, leapfrogging Martin Duursma (1:11.22, fastest M3) and Richard Woodhams' (1:11.62, fastest P2) timeless rivalry along the way and hanging on admirably to Daniel Nolan in the Nola Chev, who pushed the ferocious old beast to a 1:04.61.



After enduring an enforced early mark at Wakefield Park a few weeks ago, Liam Sheppard was back – starting on 'wet' tyres and enjoying a good slide. Eventually the tardy pit crew arrived (ie. Craig) and 'dry' tyres were made available. Immediately Liam went to the pointy end of proceedings for the season finale. He set a 1:13.10 in the Exige, fastest M2. A note of caution here to beware The Lotus Crew's collective sense of humour. After spending twenty minutes changing tyres 'the old fashioned way' and just as the last nut was torqued up, the chief wag, one



M. Duursma, was heard to say "By the way I have a rattle gun" followed by the chorus of laughter from Brett, Richard, Colin, Graham and Peter. Absolutely hilarious!

Peter Deller was our next quickest driver, his Commodore making short work of the longer straights and enjoying the more gentle corners of the North Circuit layout. He steered it to a 1:13.43 with brother John Deller not far behind on a 1:14.93.
Colin Rudd is getting consistently quicker, and on Sunday pushed his Elise Sport 220 to a 1:13.66, second M2. On that note Adrian Weir looked plenty fast in his Renault Megane RS250 and had it working hard as he steered it to a 1:14.22. The final spot in the top ten went to Peter Taylor, who claimed a 1:14.64 in his Exige S.

Our second Lotus driver on board a Renault for the day, Terence Waugh, went fastest in R4 with a 1:15.43 in the Renault Sport. Pare things back even further than Terence's Renault and you have the feisty little Hawke Formula Ford of Grahame Burton. Grahame ran a 1:15.54 in the iconic historic racer. On his tail was another Graham (Allen), who ran a 1:17.13 in his Elise.
Ashton Roskill continues to dial the Elite in and from the permanent smile on his face doesn't seem bothered by the process at all. He ran a 1:19.36.
Paul Tilse joined us for the first time at the 2019 CSCA season finale, held in November last year at Wakefield Park, driving a BMW M2. He's since found himself a Porsche Cayman GT4 to play with, and on Sunday steered it to a quick 1:20.897.
As we packed up, the heavens finally opened, which seemed like a fitting end to the season that was 2020.

Our huge thanks to the Jaguar Drivers Club of Australia for hosting the round and persisting through the varied and changeable challenges of doing anything interesting in 2020.
Most importantly, we'd like to send our immense gratitude to all of the many volunteers who play an instrumental role in making not only the CSCA series, but all forms of community motorsport possible. You provide us with opportunities to enjoy our cars and develop our skills in a safe and well supported environment, as well as to take part in a wonderful community of fellow enthusiasts. Thank you!

Finally, thank you to everyone who got involved this year, whether you were chasing down the very pointy end, quietly progressing your skills, supporting our drivers or just coming out to catch a few sessions and say 'Hi!' to good friends.
All too soon and with fewer miles than we'd like on the odometers, that's a wrap. Club Lotus Australia will host the opening round of the 2021 series on the 7th of March 2021 at Wakefield Park. We hope you'll join us for another great year of CSCA sprinting – hopefully with 50% more motorsport!
The Motorsport Committee.



A Lotus car scores a final victory for 1960, 60 years ago this month



Jack Brabham taking an early lead. Also an idea of how crude the condition of race circuits were

For e second ever US Grand Prix, American local promoter Alec Ulmann chose the Riverdale International Raceway in California. But by race day, Alex was a troubled man, realizing that he had probably shot off his mouth to his detriment. Earlier that summer, also at Riverdale, the LA Times sponsored a sports car race that they called a Grand Prix, and it drew a huge crowd of 70,000 to this developing sport in America. Ulmann, in the build up to his race, claimed that his race would do even better as it was a true International GP whilst the earlier race was simply a race for Sports Cars. The publisher of the LA Times, Otis Chandler was not impressed and directed that his paper and all of the smaller local papers, ignore Ullman's GP. The result was that the race got no publicity and only word-of-mouth from the existing fans, allowed it to draw a much-reduced crowd of just near 25,000.

Additionally, the coming Formula One 1.5 litre engine size was considered by the Americans to be ludicrously small compared to the 4.5 litre Offenhauser's that drove their Indianapolis monsters, but the sport was gaining momentum and Riverdale was US hero Dan Gurneys local track. The 3.2-mile circuit was in the desert and boasted a 1.1 mile straight.

Lotus arrived with 3 cars, one for each of Clark, Ireland and Surtees, the Cooper Climax factory was represented by Brabham and McLaren. (Jack had secured the 1960 and his second World Championship at Portugal a few weeks earlier). BRM were also in force with 3 cars for Bonnier, Hill and Gurney, and Rob Walker turned up entering the pale blue Lotus 18 for Stirling Moss. Ferrari decided, that since the championship was over, more benefit could be gained by working on the new 1.5-liter engines which were to power all of the F1 cars from 1961 onwards. il Commendatore released his drivers Phil Hill and Von Trips to compete in any car they could get a drive in. This was particularly important to Phil Hill who desperately wanted to preserve his third place in the World Drivers Championship behind Brabham and McLaren. He got a drive in one of the Yeomans Credit Cooper Climax whilst Von



One of the famous 'Warren's Window' shots taken from the Lotus factory on Delmare Rd. Cheshunt. The beautifully presented Scarab racing team of Lance Reventlow, which, it was rumored, Lotus were thinking of buying at the time.

Trips went with Centro Sun to drive a Cooper Maserati. A further interesting entry was the Reventlow team Scarab driven by Chuck Daigh. The Scarab story was one of the greatest non-events in F1 history. Beautifully built but a generation behind in thinking and technology, this desmodromic valve front engined car never made the grade. It was thought at one time that Colin Chapman might buy the team, but nothing came of this.



Stirling Moss in a clear lead

Practice was a bit of a mess with hot gale-force winds blowing sand across the track and reducing visibility at times to a couple of meters, but in the end, it was Moss who gained pole position ahead of Brabham and Gurney. Phill Hill managed a 13th grid position.

From the start, Jack Brabham led ahead of Gurney and Moss. Then on lap 4 drama for Lotus when Surtees spun in front of Clark who could not avoid crashing into him. Much time was lost whilst the team got Clark's car going again with the nosecone from Surtees car. But on this lap, there was also panic for Jack Braham when there was a huge explosion behind him, and a sheet of flame scorched his back. Quickly into the pits, his team could fine nothing wrong, so he re-joined the race in 9th place. 4 laps later it happened again. Back in the pits the mechanics realised what was wrong. The previous year at the US GP at Sebring, Jack had defied team orders and not filled his tanks, hoping to get more speed from a lightened car. Leading on the last lap he spluttered and ran out of petrol, allowing a startled team mate, Bruce McLaren to narrowly win from Maurice Trintignant. So for 1960 he did the opposite and overfilled the tank. During acceleration, fuel was leaking from the overflow pipe into the undertray, surging back and exploding as it hit the hot exhaust pipes.

But it was now over for Jack, Stirling had a clear lead although the BRM's of Gurney and Bonnier were still in sight. Gurney was to retire on the 18th lap when a welsh plug blew out and the engine overheated. Phil Hill did an admirable job in coaxing the tired old Cooper from 19th to 8th. Brabham, back in the race managed to claw his way up to 4th but as the flag fell it was Moss followed by Innes Ireland in a Team Lotus car, 38 seconds behind and Bruce McLaren, third, 82 seconds behind Moss.



This photo is tragic for all sorts of reasons! The terrible painting of the MG logo, the podium sign held up by a couple of 44 gallon drums, someone's mum with her handbag, the local glamor girl, dressed ready to go to church and Stirling, bored with a fag in his mouth. Charming!!

The Scarab, whilst 4 laps down on Stirling Moss managed to complete the race and finish in 10th place. This was the longest the car had ever run. Chuck Daigh put it down to the fact that he was limiting the revs to 6000 rather than the normal 7000. The added advantage of this was that the normal engine problem of oil starvation was avoided.

Due to the poor turnout, organiser Alec Ulmann paid Moss a whopping $7,500 prize money out of his own pocket whilst the race suppliers waited a long time to get their money back. For 1962 the USA GP would get a permanent home at Watkins Glen and become one of the great races of the seasons.

TD

Lotus invest further in Lotus Engineering and Hethel site upgrades



Lotus is revealing the latest upgrades to its Hethel site, which will help drive a new era of success for Lotus Engineering, the consultancy division of the business.

These will be used by Lotus Engineering as it expands its portfolio of consultancy services and its client base, and **will complement the Lotus Cars business as it prepares to deliver a new range of performance cars – the first of which will be unveiled next year**.

Improvements include an all-new Electric Drive Unit (EDU) test cell, plus upgrades to the Internal Combustion Engine (ICE) test and development cells, the Propulsion Prototype build workshop and the vehicle emissions lab.

The famous 2.2-mile Hethel test track – the scene of so much historic race and road car development since Lotus moved to the Norfolk site in 1966 – has also been upgraded.

These latest improvements are in addition to the all-new sports car factory which will be home to an all-new Lotus model starting next year, and in addition to the new assembly hall dedicated to the Lotus Evija all-electric hypercar. Both will be manufacturing new Lotus cars during 2021.

In 2020 Lotus Engineering celebrates 40 years since it was formally incorporated. The consultancy provides a comprehensive range of technical services to many of the world's best-known automotive

Matt Windle, Executive Director, Engineering, Lotus, commented: "We see huge potential to put Lotus Engineering right at the cutting edge of automotive innovation, further building on our core competencies as well as increasing our capability in growth areas."



He continued: "An example is electrification; the challenges around weight reduction and improved dynamics are a major factor in the quest for more efficient electric vehicles, and those link back directly to the Lotus core values. What we continue to learn on the Lotus Evija all-electric hypercar programme creates knowledge and experience which we can use to help other businesses."

As announced in July this year, Lotus Engineering's new home will be on the Wellesbourne campus of the University of Warwick, part of an all-new advanced



The growth strategy for Lotus Engineering sees the services it offers categorised under three pillars:

EXPERIENCE: active noise, Human Machine Interface (HMI), user interface, user experience, cockpit, infotainment, driver engagement

PLATFORM: concepts, structures, architectures, propulsion, manufacturing

DYNAMICS: ride and handling, lightweighting, aerodynamics, simulation, chassis systems

Further details on the improvements at Hethel are listed below.

All-new Electric Drive Unit (EDU) test cell
An all-new facility at Lotus, it allows engineers to test EV powertrains including the motor, gearbox and supporting electronics. Lotus software can communicate with the motor control system and load the powertrain as if it were in a vehicle, to test, develop and validate its performance.

Upgraded Internal Combustion Engine (ICE) test and development cells
These are used for ICE development, calibration and durability testing, and have been upgraded to enable Lotus to deliver comprehensive world-class test data to the latest international standards. Specific improvements have been made to further improve capability and future-proofing on complex test profiles, calibration requirements, high-speed data acquisition and multiple channel configurations.

Upgraded Propulsion Prototype build workshop
This workshop allows Lotus engineers to build and test new engines, transmissions and EDUs. It has been completely redesigned and re-equipped with all-new hardware and new IT systems to improve the range of services offered. Today it is a world-class and highly efficient location ensuring high-quality prototype building.

Upgraded vehicle emissions lab
New equipment has been added to allow Lotus engineers to test and validate vehicles to the latest emissions standards, not just for the UK and Europe but in all international markets.



Upgraded Hethel test track
New additions to the famous circuit include new protective trackside barriers; new CCTV cameras to enable full track visibility; new safety systems including an upgraded entrance/exit barrier control system; and improved fire protection around the circuit.

Historic Plates news

NSW GOVERNMENT | Transport for NSW

Historic Vehicle Scheme (HVS)
Period Options, Accessories & Safety Items P.1

Eligibility of vehicles for inclusion in the Historic Vehicle Scheme

Transport for NSW has compiled a defined list of period options, accessories and safety items which may help motoring clubs to determine if vehicles are eligible for inclusion in the Historic Vehicle Scheme. This list is for light vehicles it does not cover motorcycles or heavy vehicles.

Important considerations

- The items listed below are considered acceptable period options, accessories and safety items for inclusion in the scheme
- This list will be used to determine if a vehicle is correctly registered under the scheme
- It is recommended that motoring clubs circulate this list to their members and that they provide appropriate education and advisory services
- Clubs may suggest other items which they believe should be included in the list; additions will occur after consultation and shall be confirmed by Transport for NSW in writing
- The final decision as to whether an item is added to the list will be exclusively determined by Transport for NSW
- Clubs must provide evidence of the item being available in the period/s as nominated.

Technical considerations

- Period accessories and options relative to a vehicles age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note: There may be exceptions to this rule and clubs are invited to seek clarification where appropriate by emailing industryengagement@rms.gov.au.
- The installation of an item must not affect compliance with applicable vehicle standards.

Period Options

1. Tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer(for vehicles built before July 1976 or not built to ADR 27A)
2. Tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)
3. Wheels of period type conforming to VSI09 (Original Equipment Manufacturer (OEM) diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period (as stated in the technical consideration above)
4. Exhaust kits (for example, a Lukey muffler)
5. Lowering kits – maximum 25mm or 1 inch only permitted
6. Bonnet scoops
7. Sump guards
8. Air conditioning (including an under-dash system if not offered as an integrated system)
9. Water injection (for example, a Kleinig system)
10. Floor change conversions - OEM or aftermarket
11. Overdrive on gearbox - including a Laycock system or similar
12. Wire wheel conversion - whether optional or not

Historic Vehicle Scheme (HVS)
Period Options, Accessories & Safety Items P.2

13. Disc brake conversions from later year of ***same*** make/model. (Note: must becomplete system including wheels and tyres)
14. Disc brake conversions from ***later*** model of same make. (Note: must be completesystem including wheels and tyres)
15. Optional engine fitment. (Note: must be complete package including brakes,transmission, axles, wheels, tyres and other required items)
16. Optional Transmission change - including automatic to manual or manual to automatic conversion with-in manufacturer's optional equipment.
17. Half cage/single hoop roll bars in an open sports car - CAMS or VSB14 - not allowed in sedans or Fixed Head Coupes (FHC)
18. Sun roof - OEM fitted
19. Sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
20. Webasto-type roof conversion - OEM fitted

Period Accessories

Note: Accessories must be able to be removed and the vehicle returned to its original ("as built") condition.

1. Radio
2. Tape player - 8 track or cassette (not CD) - unless OEM fitted
3. Mudflaps
4. Wheel trims and hubcaps
5. Rear window blinds that do not obstruct vision (for example, louvres are acceptable)
6. Mirrors - internal or external
7. Dash mounted fans (check regulations for applicability)
8. Additional instrumentation – dash mounted
9. Side window blinds
10. Mesh headlamp covers
11. Luggage racks (roof or boot)
12. Halda Speedpilot or TripMaster (or similar)
13. Map lamps and other internal reading lamps
14. Driving and fog lamps - including mounts
15. Badge bars
16. Bonnet mascots
17. Additional chrome strips
18. Additional reflectors - including scotch tape or otherwise
19. Demisters – including hot air or electric bar type
20. Heater - hot water type
21. Windscreen washers
22. Bug deflectors
23. Sun visors - internal or external
24. Radiator/grille and insect screens
25. Water bag carriers and water bag
26. Period metal fuel cans and wooden tool boxes on running boards
27. Additional spare wheel racks - roof or boot, running board or rear mounted racks
28. Additional horns (for example, Klaxons). Note: Must not alternate sound like anemergency vehicle. Must not be siren whistle or bell.

Historic Vehicle Scheme (HVS)
Period Options, Accessories & Safety Items P.3

29. Reversing lamp/s
30. Additional stop lamps
31. Tow bar
32. Wheel spats
33. Wheel dress trims and rings
34. Hubcaps
35. White wall tyres
36. Hardtop for convertibles – OEM or aftermarket.
37. Pinstriping consistent with the period style at vehicle build date
38. Auxiliary Lighting - forward facing
39. Badge Bars
40. Weathershields
41. Sunvisors

SAFETY ITEMS

1. Seat belts – must be road approved (including, for example lap, lap sash andharness varieties). The belts must comply with Schedule 2 of the *Road Transport (Vehicle Registration) Regulations* 2017
2. Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply
3. If a vehicle does not have seat belt mounts and seat belts are installed, they must be signed off by a suitably qualified Engineer
4. Child Restraint Anchorages (CRA) – a vehicle must comply with ADR 4 and 5
5. Direction indicators - can be white or amber (amber is preferred). The style must be in keeping with the defined period of the vehicle. Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
6. Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps
7. Toughened glass windscreens must have a safety zone immediately in front of the driver
8. Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the *Road Transport (Vehicle Registration) Regulations* 2017.

Note: seat belts and CRA are not mandatory if the vehicle was not fitted with seat belts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.

Transport for NSW

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W transport.nsw.gov.au | ABN 18 804 239 602

HSRCA Spring Festival (delayed)

By Ashton Roskill and photos thanks to Seth Reinhardt



Over the weekend of 31st October-1st November we had the HSRCA Spring Festival, which was delayed from late August.

The delay clearly had the effect of increasing everyone's desire for a weekend on the track, and the turnout was fantastic; it was also enormously varied, and it was an absolute delight to see so many lovely shiny cars of so many different vintages and varieties.

The organisers had done a great job of getting decent fields of many classes, and to my delight I was entered in JKL (rather than S), along with a wonderful selection of various streamliners and open wheelers of the 1950's including among others David Reid piloting Greg Mackie's 1958 Cooper Porsche.

So all that was left to sort out was a fine weekend of sunny dry racing.

Er, no.

It rained on Friday night. In fact I think it more apt to say it deluged.

So Saturday morning, as we drove out to the circuit through low-scudding clouds and sheets of rain, I was immensely thankful that Garth had put my "wets" in the van - actually just my 15" rims (48 spoke slightly alarmingly) and some three year old Pirelli Cinturato road tyres. What I had completely failed to prepare for was the rivers running down the hill, across the track, through the pits, and out onto the road.



We unpacked the van, my car, and the trailer as quickly as we could manage between the squalls, brushed the worst of the floods out of the garage, and set ourselves up.

Some joker in the organising



there we were lined up in the dummy grid, rain sheeting down, the inside of the helmet and windscreen steaming up nicely; and that was with a roof. The poor chaps in the open wheelers and streamliners were lucky if someone kind brought them a brolly.

So qualifying was a bit hit and miss, almost literally, as without rain lights, the cars were largely invisible in the spray. But somehow I managed to post the fastest time for the class, which, you guessed it, meant I was on pole for race 1. Which I promptly threw away with a terrible standing start - too many revs, cold tyres, and a wet track meant I sat and span while the car behind me (Warwick McBean in the Lolus) snuck through, and the Renn-max BN1 next to me with Noel Bryen at the wheel shot off. That was the last I saw of Noel, but I did manage to claw back second from Warwick.

Which meant that for race 2 I was in second spot. And learning from race 1, I not only didn't spin the wheels, but also shut the door on Warwick by slotting straight in behind Noel on the inside line into turn 2. Where there was still a river running across the corner. Which Noel unfortunately came on the gas a bit soon in; and span, letting me through and, apparently, holding everyone else up. I gathered everything up and made a hasty retreat from the chaos behind me (no damage done I'm pleased to report) and managed to put enough space between me and the following pack that they were unable to catch me. So I won our first race, me and the Elite.

Race 3 saw Noel get his usual rocket-ship start, and this time he avoided the (by now) stream (rather than river) on turn 2, only for us to see a black flag with 63 on it a lap or two later - somehow he had been pinged for noise. So I won a second race.

Race 4 had Nick Mansell next to me on the front of the grid, and he had a great start, getting in front of me before turn 2, and holding me at arms length for most of the first lap; I managed to squeak past on the back straight, and got a decent drive out of the hairpin to enable me to keep him behind me by turn 2, where the Elite's fantastic handling really shows its value up through 3, 4, 5 and down through the fish hook.



And Race 5 had us mixed up with the Formula Vees, with Dan Bando and Don Grieveson from SA in their Vees in front of me (I think there should have been two more in front of them, but they obviously didn't fancy a mixed race); Dan and Don got great starts (there's a pattern emerging here) and although i managed to sneak past Dan on the way up the



hill, Don made himself suitably wide to prevent me wanting to get too close until we got to the back straight; Nick was also charging hard until he suddenly smelt fuel, and pulled up to find a banjo lose on one of the carbs.

All up, a fantastic weekend of gentlemanly and gentlewomanly racing, great company, and terrible weather (well, changeable anyway). A huge thank you to the organising committee, and to everyone whose company we enjoyed. Looking forward to doing it all again at the Summer Festival at the end of this month.

Ashton Roskill

Photos thanks th Seth Reinhardt

Gerringong Motor Fest 20th February 2021 Michael Cronin Oval



CANCELLED

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.


the 2020 hsrca
SUMMER FESTIVAL
SYDNEY MOTORSPORT PARK, NOVEMBER 27-29
FEATURING
A TRIBUTE TO RON TAURANAC FEATURING BRABHAMS AND RALTS
THE 60TH ANNIVERSARY OF THE FIRST TASMAN RACES
REMEMBERING WARWICK FARM
EVENTS FOR ALL HISTORIC SPORTS AND RACING CARS
DAWSON-DAMER TROPHY RACE . GROUP S ENDURO RELAY . BMC CHALLENGE . PERPETUAL TROPHIES
HSRCA
GUARDIANS HISTORIC RACING
SHANNONS
WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

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

Forty years ago last month, Peter Brock put in what was probably the best drive of his career to win the James Hardy (or was it the Hardie Ferodo?) 1000 at Bathurst.

It was (as it always used to be) a fabulous day's entertainment, starting, if you were at the circuit or turned the TV on early enough, with the absolutely gorgeous Penrith Pantherettes in action.



The Penrith Pantherettes entertain the pre-race crowd.

Traditionally baton twirlers and Scottish pipe bands entertained the trackside crowd but this year it was the Pantherettes. So enthralled with their high kicks, shiny high boots, cute & cheeky glances at the camera, and skirts so short they were almost non existent, that the organisers left them out too long and ran out of time. With the cars on the grid Mike Raymond announced that the RAAF band would play the national anthem. For reasons that will never be known, a Scottish pipe band suddenly burst into life, with the skirl of the pipes and snare drums whilst the RAAF band looked on incredulously. A Channel 7 lackey was sent down to shut down this mysterious cacophony of sound. But it's not that easy, as the Pipe Major has to perform a series of complicated signals with his mace, and shutting down a pipe band, once it has got its dander up, is about as simple as doing a handbrake turn on a Manly Ferry. Finally, the RAAF band, in their rather dreary uniforms performed a rather dreary rendition of our national anthem and with the band's performance was over, its back to channel 7's Mike Raymond, whilst the poor unutilized baton twirlers looked on with incredulity!

This year Mike had flown a few wallies in from America to attempt to 'Americanize' the race, which in most people's minds was a travesty but Raymond, (now trying to develop an American accent) , held sway at Channel Seven. This was sadly the beginning of the end for grass roots motor racing in Australia and soon this spectacular race became yet another procession of huge engined cars of indeterminate origin.

The first of these useless imports was John Cooper, President of the Indianapolis speedway and the second, of course was Chris Economaki. Copper flew almost nine and a half thousand miles to say "Ladies and gentlemen, start your engines"

Whilst all this was good fun and an excellent example of how to waste sponsorship money, trackside it had not been a happy year. GMH had announced in December the previous year that it was, like Ford, out of racing. More importantly it was closing the back door, that it had given the Holden Dealer team over the previous 10 years, access to all its tricky engineering. When John Sheppard left the team, Peter Brock was all alone and scrabbling for money. Squabbling was also going on with the other teams who were implying that CAMS were favoring Brock.

Also in 1979, Kevin Bartlett was having a cuppa with Kerry Packer. It was known that Bartlett was leaving Formula 5000 which had almost had its day, and was looking for something else. Packer envisaged his Channel 9 logo emblazoned on the roof of his winning car whilst being televised by arch enemy Channel 7

who then had the TV rights for the race. Kevin started looking for car that would comply with the new CAMS group C rules, and the Chevrolet Camaro looked good. Already it had many of its good bits homologated under international Group 1 rules. So KB with TCN 9 Sponsorship bought a new car into Australia. It was of course way too heavy, so Bartlett and his team proceeded to lighten it, then disaster. CAMS decided that the homologation documents for the rear disc brakes were dubious and would not allow them. This meant that this huge juggernaut had to rely mostly on its front disks for braking, and that was never going to work!!



Kevin Bartlett driven Kerry Packer sponsored Chevy Camaro. It was never going to be a winner but it put a smile on Packers face to have it on Pole!

Allan Moffat was still trying to decide what to race for the year, as in the previous year he had declared he was not going to drive a Falcon. So relieved was the HDT with this news that Brock had even given him a drive at Sandown in his Commodore, but 1 month out of Bathurst, Moffat decided to build a Bathurst race car and it was to be a Ford.

In another camp, the GMH decision meant that Bobby Morris gave up trying to get a Commodore ready in time and took a drive with Bill O'Brien in an XD Falcon bringing his Channel 7 sponsorship and 'in-car-camera'with him.

Practice was a wild affair and the Camaros, while devastatingly quick were lifting their noses off the circuit along conrod, the cars following Bartlett's Chevy swore the car twisted that much that they could read the number on his door. Notwithstanding, on that occasion the very competent KB, brought it back into shape and crossed the line with a time to give him Pole Position. At least, he mused, Kerry would be happy, even though he was anything but!



Dick Johnsons race comes to a sudden end

On race day, at the fall of the flag, Dick Johnson pulled away from Bartlett to lead in his Palmer Tube Mills Falcon XD, but soon the first top runner was out of the race. Alan Moffat's car number 1 was into the pits after a couple of laps with smoke pouring from the car. An overnight rebuild left only the race-mornings parade lap to bed the rings in, and Moffat freely admitted, "that was never going to work". Pushed by commentator Economaki what car would win, Moffat very reluctantly says "I don't think it's going to be a Ford brother". This started to prove prophetic when a few laps late Johnson took out his front suspension, crashing into a rock in middle of the track.

This then started the great Bathurst Pantomime with Economaki deciding someone had thrown a rock on the circuit. Mike Raymond talking about spectators being animals and Johnson crying in the corner. The only voice with a tinge of sanity was longtime commentator Evan Green who was urging caution until the facts became clear. Of course, we all remember that it was a rock dislodged by a previous accident, but at least a nationwide appeal had got Johnson the money for a new car which seemed to cheer him up a bit.

After 14 laps and in second place, KB was in the pits. The rear drum brakes, which were always largely ornamental, were locking up and he lost 2 laps having both the drums and shoes changed. Shortly after Johnson was out, Brock had some problem with a minor accident on the circuit. Alarmingly, the 3 leaders were out within 10 laps. Whilst Brock was in the pits for an slightly extended stay, his radiator started boiling over, Economaki, proving he knew as much about racing cars as Cecil the Churchwarden, declared Brocks race was run and his car as about to explode. But before he finished with his great revelation, Peter was back on the circuit but way down the field. By lap 18 Brock was in 10th with a clearly wounded car, and an almost impossible position. But then he started probably the greatest drive of his career. By lap 24 he was 9th, by lap 26 he was 7th, 6th on lap 28 and by lap 50 back in front. On lap 57 he handed over the car to Jim Richards and after a series of swapping leaders due to driver changes Brock, back in the car, soon after took the lead.



The damaged front spoiler of his seriously wounded Commodore clearly showing as Peter Brock crosses the finish line and becomes the first driver to win the race 5 times

True to the spirit of the day, down the field, more lunacy was taking place. Bobby Morris came in and handed the car over to Moffat instead of his codriver O'Brien. But very quickly Morris pulled Allan in (because he was driving too slowly) and gave the car over to O'Brien. But Moffat knew a sick car, and before O'Brien's first lap was out, the engine blew and Moffat's prophecy of earlier that day, finally came true.

The race fished rather anticlimactical with the remaining cars on the track, all wounded in one way or another simply going for a finish. Brock / Richards finished first with Janson Perkins a lap down and Geoghegan and Gulson a further 4 laps behind. No Ford Falcons finished. Economaki stayed on with his trite drivel to the end , but of Indianapolis' John Cooper there was no more, probably being shown the finer points of a Bathurst pub crawl by the Pipers and Pantherettes.

TD

Answer to last months "Now who Said That?"



Last months quote was

"In my sport, the quick are too often listed among the dead '

The answer was Jackie Stewart

And the winner was Evan Jones



Jackie Stewart looking a little uncomfortable in a Lotus 25 at the 2018 Goodwood celebrations

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

"He may be getting out (of the car)... (he's) going back out... now what they will...get ready to do now is to get ready to service the car before the car comes back in ..and we will be standing by for that repair job when it happens"

And remember, the quoted person is mentioned somewhere in this newsletter and to make it a bit easier he has an American accent, and wad holding a microphone at the time.

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
		NOTE NEW START TIME FOR T.K.&C.		
Nov-20	Sunday, November 1, 2020	HSRCA Spring Festival	8.00 am	Wakefield Park
	Sunday, November 8, 2020	Monthly get together, tyre kick & coffee	8.30 am	By the Bay Cafe in Blakehurst
	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	Cancelled	
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
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
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



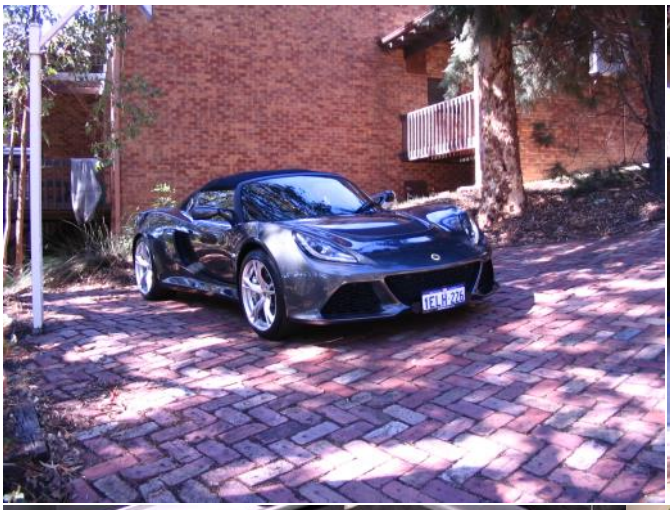


For Sale

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.

Warwick Black

0473578822

Lotus 7 Seven for free

I have a set of seats for a 1962 Lotus Seven S2, black with white piping, used but in good condition. Free to a good home, new owner to collect from Killara, NSW. Please drop me an email bob.mccluskey@bigpond.com





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

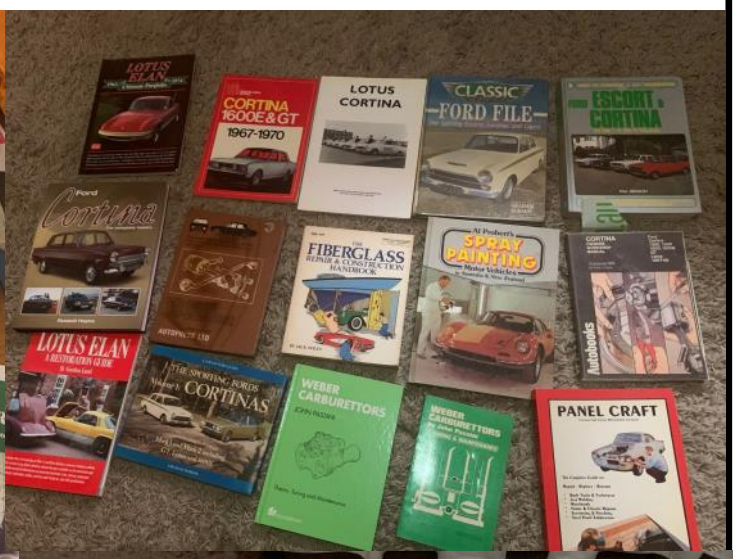


For Sale

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



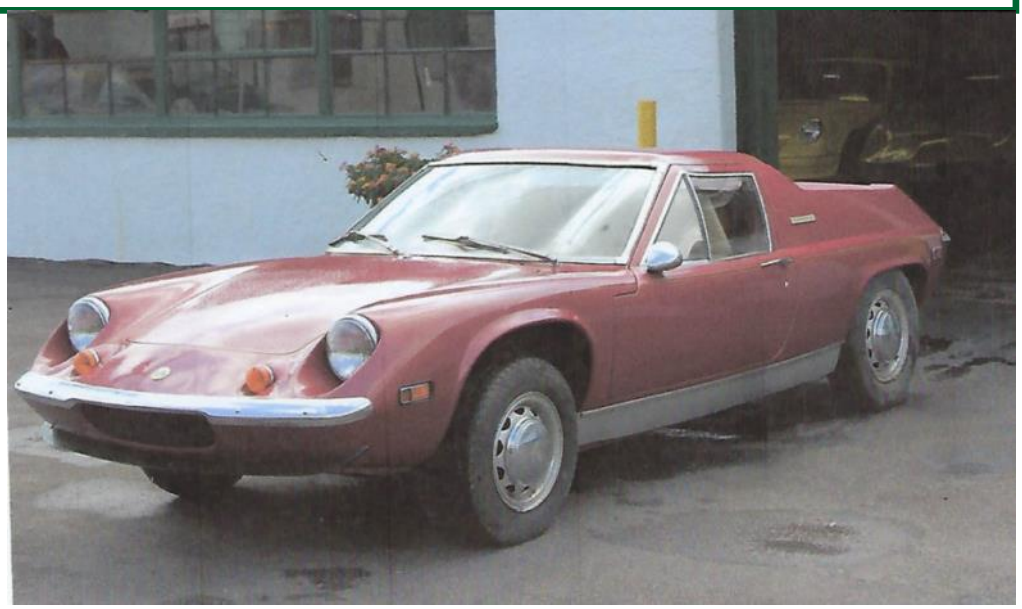






For Sale

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. $58,000 vehicle is located in Sydney. , Trailer separately available if required

Contact Suzi on .0400 383 069







