DECEMBER 2020



Chunky's Chatter

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



Inside this issue

- Ex Lotus F1 driver saved by his halo.
- Reports from the HSRCA Summer Festival.
- NSW 2021 calendar.

Club Lotus Australia
December 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 . The Tasmanian gang meet at Sandy Bay Hobart on Sunday 6th December. Robert Verhey Photo

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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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.

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Presidents Prattle
With Ashton Roskill



Well here we are; Christmas is but a few weeks away. Again.
It's about this time of the year when I usually reflect back on all the different types of fun we've had for the year. This year has certainly been different, albeit not in exactly the way I would have preferred. More in the way Confucius might have had in mind when he (apocryphally) suggested "May you never live in interesting times"
And as a result of fires, floods and pandemics, this year has been the original annus horribilis. However, as has also been noted previously (this time I am more certain that it is accurately attributed to Churchill), "never let a good crisis go to waste". So I know a number of our friends set (and in many cases succeeded) at completing a Covid Project (or even two).
Personally, mine was to recommission the 1958 Land Rover that has been cluttering up the road outside the house for several years. It's still cluttering up the road, and frankly not looking all that different, but underneath it is almost entirely rebuilt; chassis has been shot blasted, welded and painted before being liberally soak inside with fish oil (don't get too close on a hot day - just saying') before being completely rewired and replumbed. Those who know I am colour-blind might be more impressed than others at the fact that the electrics have yet to let their smoke out. The brakes work, the clutch works, the engine runs (sometimes) and no longer leaks coolant or oil, and it is now just in need of a final timing check, and we should be good to go. Here's a shot of Caroline and I taking the dog for a jaunt.
Once NSW was allowed out from under the Covid Cloud we started to get Tyre Kick and Coffee underway, although the ladies at the Kokoda Cafe decided to have a lie in on Sundays (who can blame them) so that one now starts at 9.30 instead of 9. And Ed Holly had the bright idea to launch a parallel alternate Tyre Kick, on the second Sundays of the month at Carrs Park in Blakehurst; to date we've had two months and they have both been as well attended as the original events, so hopefully that means more people getting their cars out for a breath of fresh air. And thank you to everyone attending both events; for December, we will use them both as proxies for the Christmas Party, so if you find me at either event, come and hit me up for a coffee on the club. And because I'm appropriately forgetful, if you come to both, you might even get a coffee at both.



Finally, our much missed motorsport got back underway, initially slightly uncertainly, but increasingly with gusto and less red tape. One of my observations of Covid is that it has forced many petty bureaucrats to rethink the necessity of triplicate signatures on pieces of paper that end up filling up landfill. At least sometimes. A good example is Motorsport Australia which has adopted a no-touch approach to registration and documentation which is to be heartily applauded - I really hope we don't regress from this much more 21st century approach to organisation.
Since the easing of restrictions, the CSCA series has managed three further rounds, and HSRCA has managed the delayed Spring Festival a month ago, and this weekend just gone, the Summer Festival. Which was suitably named; summer came early, and with a vengeance. On Saturday it was 45 degrees in the shade. I have no idea what the temperature in the cabin was. More about that elsewhere, but suffice to say it was a great way to start the run towards Christmas.
Which just leaves me to wish you and your loved ones a wonderful Christmas, and here's hoping for a vastly different New Year. Although there won't be a Chatter in January, we will be having coffees, so I hope to catch some of you then too, and in the meantime, keep it safe, upright and mostly on the blackstuff,
Pip Pip
Ashton

From the Editor

Tom Devitt



Hi Everyone and welcome to our December 2020 issue.

To say this has been a hard year as a newsletter editor would be an understatement. It is, of course nobody's fault but the dearth of events and organised runs for our cars has meant that there has been very little to report.

Brian Caldersmith very generously donated one of his works of art to the club to be given as a prize for the best article submitted to the Newsletter during 2020, so get your thinking caps on. I will be asking for nominations in the new year.

Also, please don't forget that the new year is a time for cleaning out all the classifieds so if you have something for sale in the newsletter and want it to stay in this publication, please be in contact with me so I can leave it in.

Amongst the Sports car clubs in Australia, it is only ourselves and the MX5 club that continues to have a healthy growth in membership. **So a big welcome to all our new members during 2020**

Jennifer Garcia
Paul Tilse
Richard Fowler
David Rogers
Terry Griffiths
Kathy Griffiths
Thomas Hart
Elisa Hukins
Todd Kennedy
Ben Green
Pamela Walton
Bruce Simpson
Pauline Sedgwick
Evan Shonk
David Mawer
Louis Chan
Jonathan Orban
Paul Gooderick
Derrick Cho
John Bailey
Ian Moncrieff Hague
John Rutherford
Vaughan Stibbard
Gary Angel
Alexander Stollznow
Brett Molineux
Lionel Brown
Ken Savige
Levi Duckworth
Robert Barlin
Angelo Goumas
Dragoslav Radic
Jason Perkins
Ethan Perkins
Diane Waddington
John Koeppler
Brad Koeppler

Thanks everyone for your support and encouragement throughout the year and a very happy, healthy and safe Christmas to everyone
Tom



A very young Chris Economaki talking to Stirling Moss. Chris was the answer to last months 'Who said that?' which was won by Evan Jones.

Tyre Kick & Coffee South and another fabulous rollout at By the Bay Cafe in Carss Park.











SETH REINHARDT







HSRCA Summer Festival 28-29 November

By Ashton Roskill with photos by Seth Reinhardt



Given only four weeks separated the delayed Spring Festival from the Summer Festival, one might have been forgiven for thinking the turnout may have been reduced. Not a bit of it. There were fantastic fields for all the Groups, at least at Qualifying on Saturday morning.

Which dawned bight and slightly breezy, with a forecast in the high 30's for western Sydney. And it certainly turned out that way.

The morning was taken up with all the qualifying events, and by the time the races started, we were running about an hour behind schedule, so the first race for LMO and invited P wasn't until 11.30, by which time the heat was starting to become oppressive.

Having said that, the first race was a hoot; somehow I had managed to place a half decent time (we were running the Gardiner circuit and I had managed a 1.58.19), and found myself immediately behind one of the Group M open wheelers on the grid. Who stalled. Luckily I managed to squeak down the inside, but lost four or five places in the ensuing dash for turn 1, and even recovering a couple of those in the braking zone for turn 2 still had me well behind both Warwick McBean and Barry Bates in the Lolus and Thompson Special respectively. So we had a great time swapping places over the next few laps, including a couple of occasions where I needed to hold my line round the outside of one or more of them through one corner in order to have the inside line on the second - this was the case into both 4-5 and through 8 to 9, but on both occasions their longer legs down the main straight had the march on me, and I was back behind them by turn 2 next time round, only to start the fun all over again.



By the time lunch came around, the numbers were starting to diminish, partly through driver exhaustion, partly through the stress the high temperatures were putting on the cars; several cars reported blown head gaskets, and parts of the Group S field reported cruising in order to prevent the temperature gauge climbing over the frightening 100 mark.

As I got in the car to drive home, the car temperature gauge read 45 degrees.

Overnight the temperature didn't drop much



below 25, which meant that Sunday morning when we all turned up there was a deafening silence while the organisers and stewards agreed on a revised format and running order, partly driven by a lack of available flag marshals as a result of the heat on Saturday.

I should take this opportunity, as always, to register the huge debt of gratitude we all owe to the marshals, who turn up in all weathers, smile broadly, wave happily, and keep us all safe and (generally) pointing the right way - thank you all from the bottom of my heart.

As a result, the decision was made to run on the Druitt circuit (or North circuit), the 2.8km long shorter track; this meant re-qualifying took place first thing, and once again, by the time racing started, the heat was starting to take its toll.



It was particularly gratifying to see Brian Caldersmith pop in to say hello and pat the car fondly.

In order to keep cool, we had worked out that wetting t shirts and wearing a wet towel round the back of the neck helped keep everything manageable, and the Elite fared well in the ten lap Trophy race, finishing a long way behind the very quick open wheelers, but at least finishing, which was more than quite a few cars managed, sadly. The racing was less close on the Druitt circuit, as it really is more suited to horsepower than handling, but great fun was had, nonetheless.



Given the attrition on the field, and the lack of participants by early afternoon, we took the decision to pull the pin while the two cars in Team Repair and Restoration (Syd Reinhardt's Dart and my Elite) were both in one piece and running so well.

So we all went home with big smiles, but no sheep stations. Again.

Ah well, now we have to start the planning for next year! And here's hoping that 2021 is slightly less disrupted.

Ashton

Robert Verhey sent us these great shots of the lotus meeting at Sandy Bay Hobart on the morning of Sunday 6th December









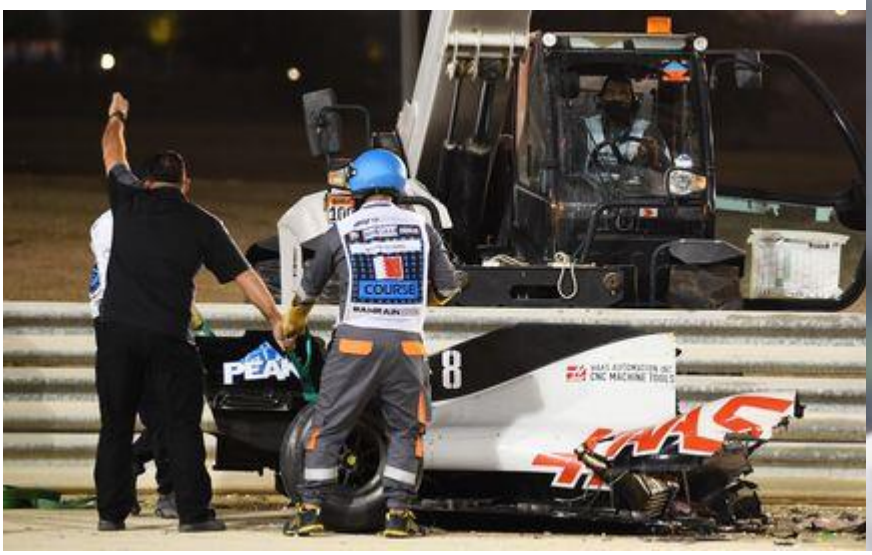
Romain Grosjean, ex Lotus F1 driver in horrendous accident at the 2020 Bahrain GP



fire-marshals attempting to put out the fire

Romain Grosjean drove for the Lotus F1 tram from 2012 to 2015. This was a bit of a scrambled-egg of a team. Starting out as Tolman, then Benetton, then Renault and finally Lotus F1 team. Lotus itself was under the rather adventurous management style of Dany Bahar at the time (weren't those days to remember!!). The Car company however leant only its name to the team and Renault mostly ran it. Romain got a podium in 2012 at Bahrain and in 2013 took 6 podiums. He left Lotus in 2015.

It was at the Bahrain GP in 2020 driving a Haas that he came off the circuit and penetrated a guard rail on the first lap. The car broke in 2 and there was an enormous fire. Somehow Grosjean managed to extract himself from the flames and suffered burns to his hands in the escape. He put his survival down to the halo fitted to the car. Ironically, at the start of the season, He was vehemently against the fitting of these devices. TD





What was left of the Haas of Romain Grosjean at Bahrain

It doesn't always have to be about Lotus does it? Well maybe a little bit!!

The 1967 Gallaher 500

On the first of October 1967, the Bathurst 500-mile race was held at Mt Panorama. It was sponsored for the second year by the Irish tobacco company Gallaher and was thus named the Gallaher 500. Now you are probably asking yourself what the hell this has to do with Lotus. Well hang in there because there are a couple of ties, albeit tenuous, with CLA.

For the race the previous year, the big V8's that were entering the Australian car market had not been produced in enough numbers to enter, but in 1967 the new Ford XR Falcon GT was certainly now in the race. Sponsors Gallaher, meanwhile, were having talks with the Australian Racing Drivers Club, the organisers of the race, as they wanted some changes. To understand these we need to look at how the race had been designed to run. It was constructed around 4 classes based on the selling price of the vehicles. Class A was less than $1800, B was $1801 to $2300, Class C was $2101 to $3000, and D was $3001 to $4500. In fact, it was 4 races run at once. Each class started together based on their lap times but regardless of their overall lap times and there was no outright winner, only class winners. The changes for 1967 allowed the starting grid to be set by practice times regardless of class, and there was a prize for the first car to cover 500 miles. In other words there was now a race winner even if the definition was watered down a bit. Additionally, a 5th class was allowed for cars selling for over $4500.00. This would now let exotic and quick European cars enter. Bob Jane entered a $30,000.00 Mercedes 600 Grosser (It never showed up) but the serious competition now came from the four 1600 GTV Alfa Romeos and a lone Dodge PhoenixTD2.

And here is our first CLA link, the handsome young chap driving car 60 the Alfa on to the starting grid is none other than our very own Alan Pate. Alan was Service Manager for Alec Mildren at the time and they had entered 2 cars. Car 60 for Doug Chivas and Max Stewart and Car 61 for Kevin Bartlett and Laurie Stewart. In fact there were 5 Alfas in the race, 4 of them were the 1600 GTV. Expat Paul Hawkins was to drive another one entered by MW Motors. Whilst by todays standards suggesting that a 1.6 L car could compete with a 4.7L would seem nonsensical, these huge Falcons were an unknown quantity as far as brakes and tires surviving an endurance race, whilst the Alfas with their beautiful twin overhead cam alloy engines and serious all round disc brakes were well proven on the circuits of Europe. It almost paid off too, as early in the race the Italian cars were causing the Falcons enormous problems with their superior handling and braking and at 10.20am Paul Hawkins' Alfa took the overall lead. When the Fords started coming in for fuel early in the race, the Alfa threat was clearly real.



In the end the Fords won the day with the Alfas finishing third fourth and sixth. The Geoghegan brothers were first declared the winners with Fred Gibson in a second Falcon in second place. However, the wily Harry Firth, Fred's team manager had spotted some funny business. Around lap 100, Ian Geoghegan came past



Kevin Bartlett's Alfa Romeo catches final winner Fred Gibson's Falcon GT under brakes at the bottom of Conrod

the pits with a miss in the engine indicating he was going to run out of fuel. He turned in the back entrance to the pits, a little way up mountain straight, through the back of the pits and back in to the circuit to go to his own pits on the circuit. This was of course illegal, but even worse the timekeepers recorded him with a lap. When Ian and Leo were awarded the race Firth immediately protested and it was only later that night that the result were revised and the race given to Fred Gibson. Although for the media, everyone was all smiles, Firth and the Geoghegans remained on unfriendly terms for the rest of their lives.

Oh, and what's the other CLA connection? Well our Vice President, Anne Blackwood, had her 2 brothers Alex and Doug also in the race. Both were codrivers in class B with Alex driving with Arthur Treloar in a Hillman Arrow and Doug with Peter Williamson in a Toyota Corona. The Hillman was not particularly well prepared and at one stage developed a fuel leak from a pinhole in the tank. Doug jumped under the car with a self-tapper and a screwdriver and voila! leak fixed (As Anne said, you can just see Craig Lowndes doing that today!!) The Peter Williamson Corona which initially came third in class was, in fact, a bit too well prepared and in a further twist, Alex MacArthur and Peter Williamson were disqualified from the race and had to hand over their prizes to the second place runners who in Alex's case happened to be his brother Doug. Anne recalls that the prize was a pair of sunglasses and a gallon of Castrol, which Doug graciously declined.

My thanks to Anne for her recollections, to Alan Pate for the video that a mate sent to him. Also to Bill Tuckey's book "Australia's Greatest Race"

TD


HSRCA 2021 CALENDAR
ALL HISTORIC SPORTS AND RACE CARS WELCOME!
RACE, REGULARITY, SUPER SPRINT
AUTUMN FESTIVAL
20-21 MAR, WAKEFIELD PARK
SYDNEY CLASSIC
12-13 JUN, SYDNEY MOTORSPORT PARK
SPRING FESTIVAL
28-29 AUG, WAKEFIELD PARK
SUMMER FESTIVAL
27-28 NOV, SYDNEY MOTORSPORT PARK
72
WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

When your 90% sure you just ruined Christmas



Answer to last months "Now who Said That?"



Last months quote was

"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"

The answer was Chris Economaki

And the winner was Evan Jones



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

"H-h-have, y-y-you h-h-had a g-g-good f-f-farking l-l-look at m-m-me l-l-lately!"

And remember, the quoted person is mentioned somewhere in this newsletter and to make it a bit easier he was an Australian racing driver.

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
Dec-20	Sunday, December 13, 2020	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, December 20, 2020	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jan-21	Sunday, January 10, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, January 17, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Feb-21	Sunday, February 14, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, February 20, 2021	Geringong Motrfest	Cancelled	
	Sunday, February 21, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Mar-21	Sunday, March 7, 2021	CSCA Round 1 CLA	8.00 am	Wakefield Park
	Sunday, March 14, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, March 21, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, March 20, 2021	Sat & Sun HSRCA Autumn Festival	8.00am	Wakefield Park
Apr-21	Sunday, April 11, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, April 18, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, April 18, 2021	CSCA Round 2 MGCC	8.00am	Phesants Wood
May-21	Saturday, May 8, 2021	CSCA Round 3 SCCA **NIGHT MEETING**	4.00pm	SMP South
	Sunday, May 9, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, May 16, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jun-21	Saturday, June 12, 2021	HSRCA Sydney Classic (Sat and Sun)	8.00am	SMS Park
	Sunday, June 13, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, June 20, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jul-21	Tuesday, July 13, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, July 17, 2021	CSCA Round 4 MGCC Newcastle	8.00am	Phesants Wood
	Sunday, July 18, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, August 8, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
Aug-21	Saturday, August 14, 2021	CSCA Round 5 MOCA	8.00am	SMP Gardner
	Sunday, August 15, 2021	Shannons Autofest	8.00am	SMP
	Sunday, August 15, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, August 28, 2021	Sat 7 Sun HSRCA Spring Festival	8.00am	Wakefield Park
Sep-21	Sunday, September 12, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, September 18, 2021	CSCA Round 6 TSOA	8.00am	Wakefied Park
	Sunday, September 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-21	Sunday, October 10, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, October 17, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, October 31, 2021	CSCA Round7 JDCofA	8.00am	SMP North
Nov-21	Sunday, November 14, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, November 21, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Wednesday, November 17, 2021	Sat & Sun HSRCA Summer Festivl	8.00am	SMP
Dec-21	Sunday, December 12, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, December 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes

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

Lotus Elan M100 (Series 1)



British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lock-down
Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus Elan book is included in the package.
Asking price $17,000 negotiable.
Location: Eastern suburbs Melbourne.
Please contact Peter Hill 0411 111 439 for more details or to express interest







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

Contact Shontell on 0448 265 640



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



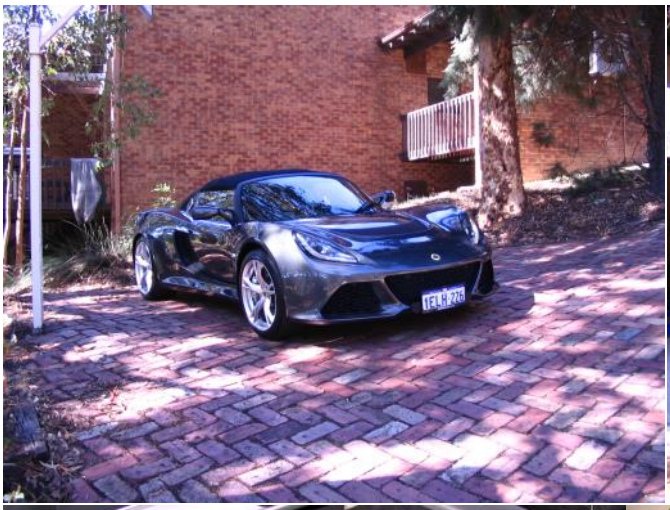


For Sale

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

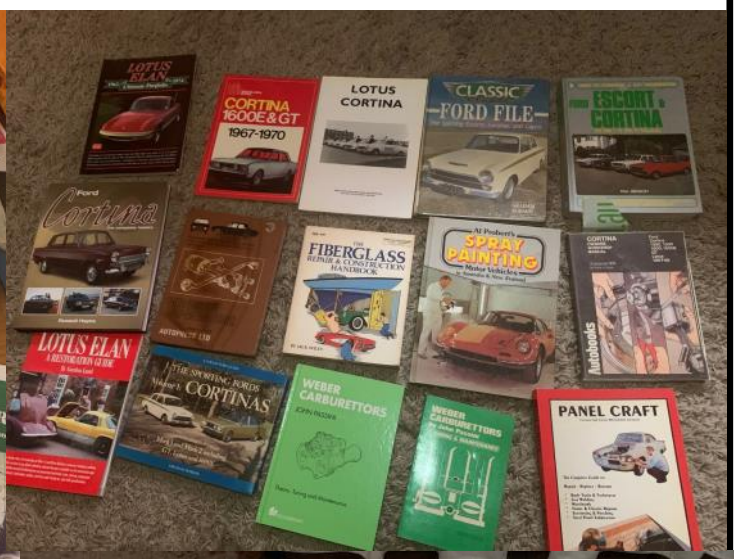


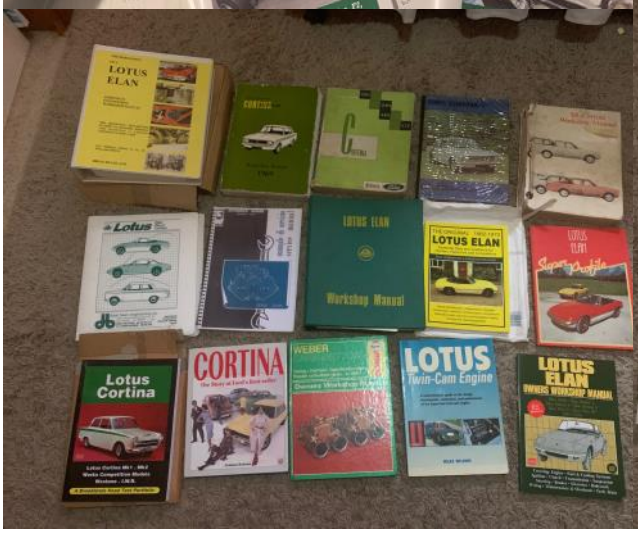
For Sale

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



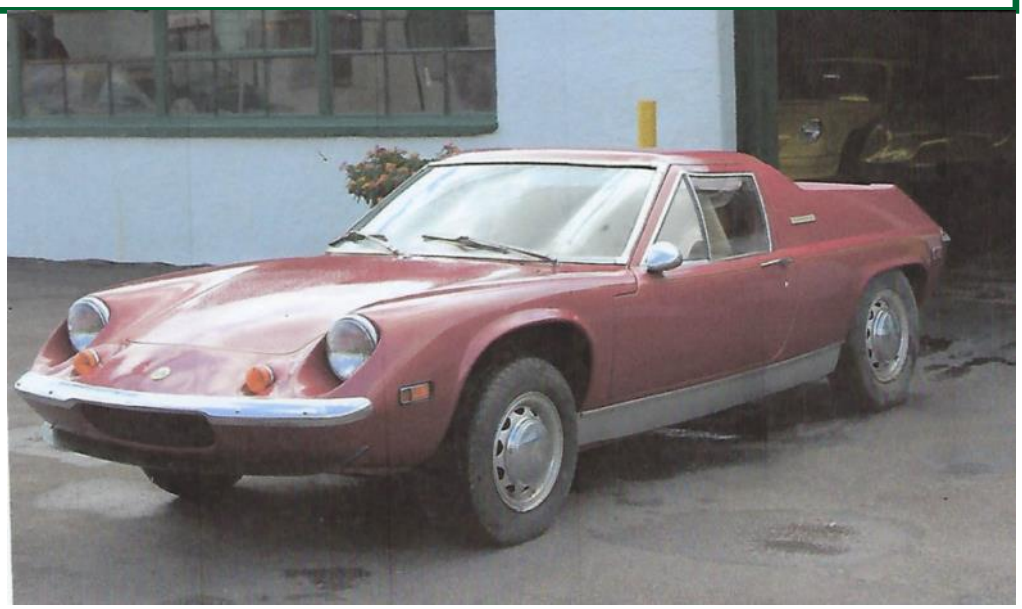






For Sale

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







