FEBRUARY 2021

Chunky's Chatter



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



Inside this issue

- Greg Sadler wins the ACT Hillclimb Championships.
- Full 2021 NSW Calendar.
- Changes at Lotus PLC.
- Deal with Alpine and Lotus to develop a new EV sportscar.

Club Lotus Australia
February 2021

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 . Greg Sadler wins the ACT Hillclimb championship in his Lotus Elise.

NSW General get-togethers 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 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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Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents Prattle
With Ashton Roskill



Happy New Year to you all!

Well let's get the first order of business out of the way - I very much hope that we have started to see a general move in the right direction away from pandemic-related restrictions. Certainly here in Australia anyway, even if not yet in some of the countries where a lot of us have friends and families. Mrs R and i have had a couple of weeks down in Kangaroo Valley which has been wonderfully restorative, and I hope you have managed likewise. It was amazing to witness the recovery of the fire-ravaged countryside down there; already there is an amazing understory growing, an amazing insect population blooming, bird-life recovering fantastically, and we saw several wombats, a LOT of roos, and even a young echidna and a year-or-so old goanna.

What is quite likely however is that there will continue to be restrictions on travel outside Australia, which means this year is going to be the year of exploring our own back yard.

Personally, the bookend at the end of the year that I am looking forward to enormously is the rerun of the Perth to Sydney Marathon Rally (late October, early November), organised by the wonderful Laurie Mason and a crowd of enthusiastic and dedicated volunteers; we will be covering over 6000km in 10 days, with over 70% of the route on dirt, and over 90% on the original route of the 1968 London-Sydney Marathon. If you'd like to know more, there is a Faceplant page for the event here: https://www.facebook.com/groups/222527455709017

If anyone has any good ideas for weekend runs, and would like to either organise or be involved in them, please get in touch, and we will see what we can get on the cards. One that needs urgent attention is the planned replacement for our biennial gathering, in the form of a country run around NSW in (probably) late April/early May.

On the Motorsport front, the deferring of the Grand Prix to November means the weekend in March (20th-21st) has freed up for the HSRCA Autumn Festival, and the following weekend (on 28th March), we have the CLA round of the CSCA Sprints to look forward to.

And Tyre Kick and Coffee gets into gear for certain from February (George Villyani and I turned up at Carrs Park in early January and were all alone) with the Carrs Park event on Valentines Day (bring the bride) and the Kokoda Cafe event the following weekend on 21st.



Down in the garage (and in various others dotted around), things are gradually coming back to life after the long holidays;

- the Elite needs a bit of attention to the diff and a slightly alarming split in the floorpan under the driver's seat (I hadn't realised I had put on that many Covid Kilos);

- the Eleven has been completely stripped prior to the frame being rewelded, sandblasted, crack-tested and then repainted (when we took the bodywork off as part of the repairs, it became apparent that the frame was a bit the worse for wear, and the rear subframe holding the back of the car together was misaligned) - this included emptying about 3kg of rivet tailings and assorted dust, metal filings etc out of the tubes;

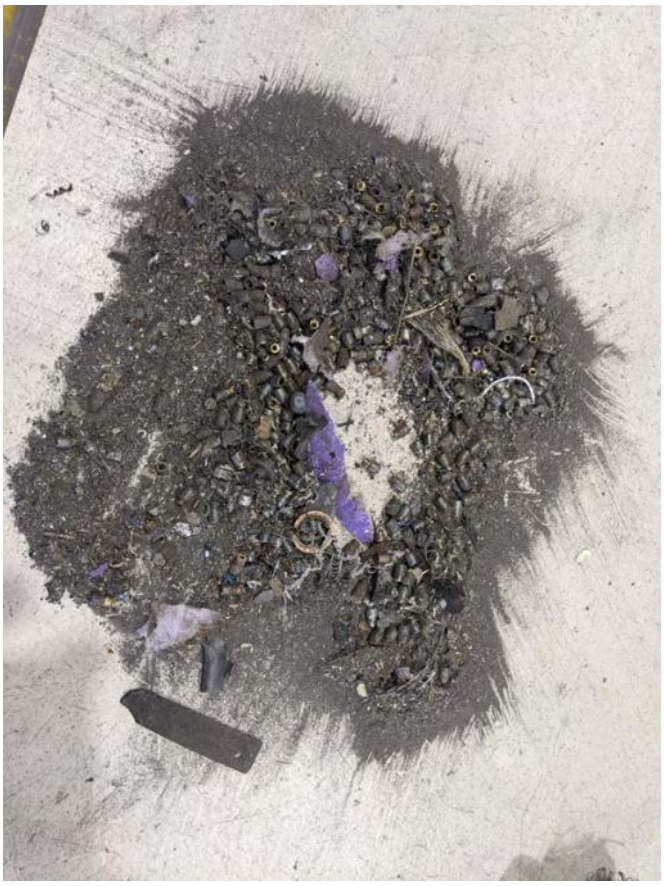
- the Elan is going like a rocket still, and I just need to replace whichever of the discs is slightly warped replaced, and some new tyres on the mags, and she'll be good as new;

- the Elise is in desperate need of some use, so next weekend I plan to head over there and pick her up, give her a full fluids service and take her for a drive;

- and the Healey is due to go off to Garth for the remedial work to be

done to the chassis (damaged during P2P) and a bit of fettling prior to the winter rally season and then the Perth to Sydney rally mentioned above.

And finally the Landy, which has been giving me a headache for months, may be seeing the light of day shortly; the diagnosis of the rough running (having replaced literally every part of the electrical system) came down to the carburettor running too rich; I knew I shouldn't have taken it off and cleaned it - I obviously dislodged that critical grain of sand that was jetting it correctly, and when it went back on, the main jet was too rich; so it's with Tim Howarth at Carburettor Services in Burwood for a full service (the bushes on the spindle also had some play) and the fitting of an adjustable main jet (the standard main jet on the Stromberg Bendix is a bit like Webers, it has to be replaced with the correct size to tune it, and let's face it, the Landy is never going to be a performance vehicle).





I hope your projects have made better progress, and please, if you have time, drop us a line with a few pictures of the progress (or otherwise) for inclusion in the magazine and website.

I'd better get this off to Tom, and organise the first Committee meeting of the year so we have something to report next month.

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

Pip pip

Ashton

From the Editor

Tom Devitt



Hi everyone and welcome to the new year, I hope you had a relaxing and peaceful rest over the Christmas break. As you can see from Ashtons page we are planning lots of outings for the year and along with the sporting events promises a full calendar

This year's Lotus anniversaries are many although not as many F1 victories as last year, we will be looking at them all starting with last month's 60th anniversary of the Lotus 20 formula junior. The 20 was the first racing car that had the lay down / arms out driving position as compared to the arm-chair seating arrangement of all previous racing cars. The extremely low and sleek shape enabled its 11100-cc engine to push it to extraordinary speeds for FJ's at the time. You can read all about this car on page 8

You may remember last year I mentioned that Brian Caldersmith had donated 2 pieces of his artwork for the best stories submitted to CC , well it's time to vote for your favorite piece. All the articles submitted last year are listed on page 11. If there are any you don't remember just go back and look in that month's issue. Select your favorite and simply email me at t.devitt@bigpond.com with the corresponding article number, but please do it now so you don't forget. By the way this month's cover of UK Magazine Historic Lotus features a copy of the prize. Thars about it for now all the best

Tom



Lotus - Golden Jubilee 1948 - 1998

CHRISTMAS PARTY IN TWO PARTS: LOTUS TYRE KICK SOUTH, DECEMBER 2020



This past Sunday, the 13th of December, we gathered at Carss Park for a pre-Christmas catch-up at our Tyre Kick South. Scroll along and enjoy a few pictures from the morning.

We were a little slow to get out of bed, but before long a healthy turnout of Club Lotus members had gathered in the Carss Park car park and made the pilgrimage down, and perhaps more importantly up, the path to and from By the Bay cafe with coffee and snack in hand.



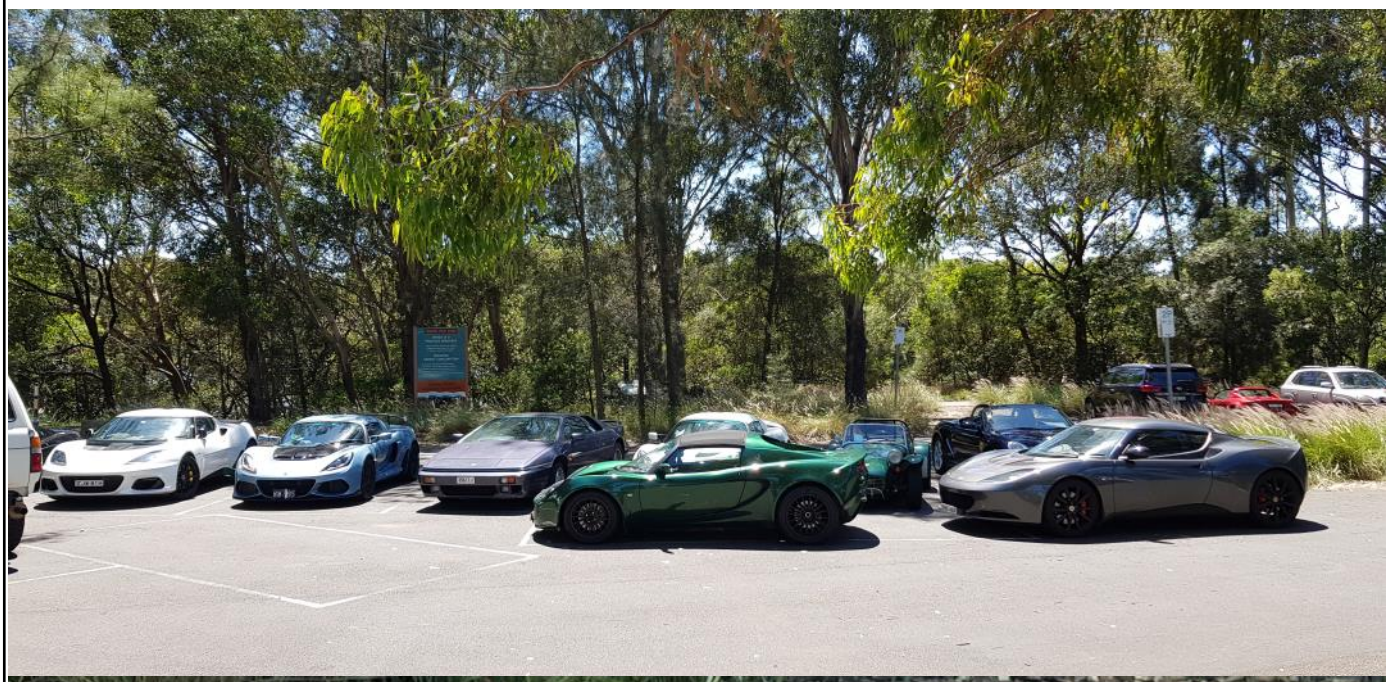
Along with the more modern cars, including an impressive roll-up of Evoras, we were joined by two Europas and a Seven, as well as some more motley company in the form of Gidget, Ashton's Peking-to-Paris-surviving Austin Healey, a Porsche 911, a Citroen van and even a classic bike.



We enjoyed the sunny and mild morning and the opportunity to gather in lieu of the traditional party and look forward to doing it all over again this coming Sunday, the 20th, at our Tyre Kick & Coffee at Kokoda Cafe on the other side of Sydney.



Tyre Kick and coffee Kokoda Café Rhodes 17th January 2021





Thanks to Evan Jones for the photos

Sixty years ago last month Lotus released their second Formula Junior car, the Lotus 20.

Sixty years ago last month, Lotus released their second Formula Junior car, the Lotus 20.

This is an especially interesting car and a great insight into the early thinking of Colin Chapman, particularly in the areas of lightness and simplicity. Whilst the Lotus 18 in its Formula 1 guise was a resounding success, its FJ triumphs were not as legendary. Very simply, it was a 50's racing car, albeit with a rear mounted engine.

Looking at the 20, we can see some early manifestations of Chapmans ideas. Unique features were several. Firstly, to use the chassis tubes as water pipes to carry the water from the nosecone radiator to the rear engine (weight saving and simplicity). Secondly, using the drive shafts as the upper rear wishbones and mounting the rear drums inboard (weight saving, less unsprung weight at the rear wheels and simplicity)

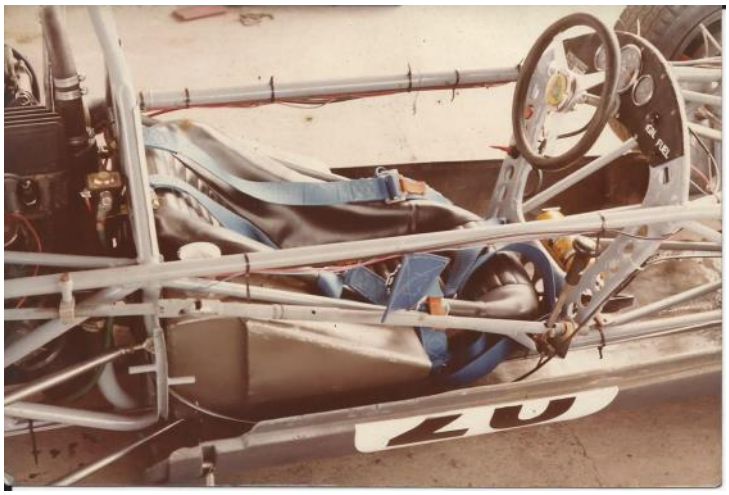


The driveshaft doubling as an upper wishbone is clearly visible. Some owners got a bit jumpy about this and created bogey upper wishbones.

The Lotus 20 was released at the British Racing and Sports car club Racing Car Show in London January 1961 and caused a flurry of excitement to the audiences. Gone were the armchair seating positions, replaced with a laid down long arm steering position. In fact the Lotus Formula junior lead its F1 brother (the lotus 21) in this feature by several months, and most other cars by a season!

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Chapman was also starting to think about fuel storage in a serious way, and so he should have. Fuel load was the only thing that made a car lighter as the race progressed, and if the tank was in the rear or the front, then it would seriously change the handling of the car as the race progressed. Chapman took the bull by the horns and had the driver literally sit in the fuel tank. The tank, which spanned the width of the car had a large indentation in the middle of it for the drivers seat. This not only neutralised any weight changes characteristics of the car but also brought down the centre of gravity. The sleek and low body was in 3 parts made from fiberglass by body makers Williams and Pritchard. The Ford Cosworth 105E engine with twin 40DCOE Webber carburettors was fitted to the car. Remarkably for an FJ car, with its sleek lines and low weight it could reach speeds of over 140mph. The car was an instant success with orders coming in rapidly after its release. In all 118 cars were produced. The front suspension setup, whilst similar to the 18, proved so successful in future generation of race cars that it was still being used in the Lotus 61 Formula Ford albeit with rose-joints replacing the rubber bushes.



The seat sitting 'inside' the fuel tank

Famous Lotus 20 drivers included Peter Arundell, Trevor Taylor, Lorenzo Bandini, David Piper, Jim Russell, Jo Siffert, Peter Warr, Paul Hawkins, Paddy Hopkirk, John Surtees, Alan Stacey, John Whitmore and of course not forgetting our very own Leo Geoghegan and Frank Gardner.

Of the 42 international races for Formula Junior held in 1960, Lotuses 20's got 1st place 25 times, 2nd place 17 times and 3rd place 18 times. During that year Trevor Taylor won the British National championship, Alan Rees the BARC interna-





tional Championship and Henry Carter the American National FL Championship
And just before we finish, the lotus 20, like many other Lotus racing cars*, had a small piece of lunacy visited on it when Peter Westbury turned up in in 1963in a gadget called the Felday-Daimler V8 special. The rear chassis was rebuilt to accommodate the 2.5 Daimler V8 which was mated with a Lotus 'queerbox' salvaged from Moss's Lotus 18/24 after the Goodwood accident. Actually this car won the British 1965 Hill Climb Championship and as still in existence today.

Checking Marc Schagen's excellent book "Lotus, historic sports and racing cars of Australia" we can see that there were 13 Lotus 20 imported to Australia, several of them raced by Geoghegans and then sold as ex Geoghegan cars.
I purchased the ex-Glynn Scott Lotus 20 chassis 955 in 1980 and competed in it for several years before being posted overseas and selling it. Couple of photos of the car above. What must have been close to the last event (club) ran at Catalina park in Katoomba. Clearly the track is cracking badly and the timber retaining fence is close to rotting away. Also the mist that plagued the circuit all its life can be seen in the background. The other shot was at the National meeting at Winton in 1985 where the car won the outright concourse prize due almost completely to the assistance to get it bright and sparkling by Anne Blackwood and Margaret Simms. (Check out all the Europa's in the background)

Tom

*One of the other cases of lunacy happened in Australia when crop duster Ernie Tadgell fitted a Lycoming engine from one of his aircraft into a smuggled- into Australia Lotus 12 which subsequently became known as a Sabakat. That all entered in tears when the horrendously powerful engine ripped the heart out of the tiny Lotus and the whole disaster went up in flames at the Lowood AGP!



The Lotus 20 Felday-Daimler V8 special



The still burning Sabakat at Lowood

It doesn't always have to be about Lotus

We look back on the life of Australian Racing mechanic Glenn Abbey who died recently in the USA

Glenn Abbey, renown motor racing mechanic and engineer passed away recently in the USA. He became well known during the Tasman series when he was mechanic for Frank Gardner.

In 1963 Alec Milden gave up his racing career to form his own team Alec Milden Racing, soon after this Glenn joined AME and was Kevin Bartlett's mechanic except for during the Tasman series when he returned to spanner for Gardner. He remained with Mildens until the team folded in 1971. He then moved to America where he spent many years as an engine expert at the Honda Indianapolis / Cart racing engines facility in California. When he eventually retired, he kept a part time business doing warranty inspections and checking racing cars for sale on behalf of prospective buyers.



Alec, Frank Gardner, Marjorie Milden and Glenn at Warwick Farm 1995

Alan Pate, who worked with Glenn for several years remembers" He was a lovely man and I am saddened by his passing. He taught me a lot for which I am very grateful."



Glenn, Alec and Don Baker 11969 Horden Trophy



Glenn attempting to start Gardner's Brabham BT16Climax to start

Who wrote the best article for CC during 2020?

Brian Caldersmith has generously offered one of his spectacular pieces of artwork for the winner

To vote simply send an email to t.devitt@bigpond.com with the corresponding number of the article

Articles submitted to Chunky's Chatter during 2020 were

February	1. Anne Blackwood	Discovering a business you didn't know about
April	2. Caroline Trickey	Carrot cake Bircher Muesli
	3. David Leaney	Trip to Crookwell
May	4. Andrew Stevens	6 Lotus things to do in lockdown.
	5. Alastair Browne	Marcos 60th Anniversary to Phillip Island
	6. Syd Reinhardt	What next? A venture into E-Racing
June	7. Anne Blackwood	Silly motoring story involving a fur-baby.
	8. Geoff Winder	More fun from the esprit VQ garage
July	9. Peter Eppel	NSW Europa boys break out of isolation.
	10. Syd Reinhardt	Did Gorgon Murray improve a Colin Chapman design
September	11. Andrew Stevens	Alloy fuel tank for S1 Elise / Exige
October	12. Kenneth Walsh	Confessions of a sports car masochist
	13. Ashton Roskill	HSRCA Spring Festival
December	14. Ashton Roskill	HSRCA Summer Festival



Artwork from Brian Caldersmith which coincidentally was the cover of the Winter 2020 edition of Historic Lotus

Lotus and Alpine announce Technical Collaboration for new EV Sportscar

The Alpine and Lotus teams will conduct a comprehensive feasibility study for the joint engineering, design and development of an EV sportscar by leveraging the resources, expertise and facilities of the respective entities in both France and the UK.

Alpine and Lotus will also explore the development of a joint services offer combining their engineering expertise. A collaboration to leverage Alpine's motorsport platform covering Formula One to Formula E and Endurance is also under study.

Laurent Rossi, CEO Alpine, said: *"The signing of this MoU with Lotus shows the lean and smart approach we're implementing as part of the new Alpine brand strategy. Both brands have an amazing legacy and we are most excited to start this work together, from engineering tailored solutions to developing a next-generation EV sports car. This collaboration along with our transformation mark the beginning of a new era in which we'll be taking the Alpine name and line-up to the future. We're putting F1 at the heart of our business, leveraging our in-house expertise and best-in-class partners such as Lotus to inject our cars with leading-edge performance, technology and motorisation".*

Phil Popham, CEO, Lotus Cars, added: *"Today's announcement is the first step in what is set to be a hugely rewarding collaboration between our iconic brands. We are proud to be working with Groupe Renault in this collaboration – sharing Lotus' technical expertise and abilities, and leveraging our long track record of successful collaborations. Our companies have much in common – from a pioneering pedigree in light-weighting, to championship-winning sportscars which perform as impressively on the road as they do in the motorsports arena. It is a natural fit in many ways and the co-development of an EV sportscar is hugely exciting for our companies, our fans and customers around the world. The joint-services element of our agreement will additionally make our engineering expertise available to those wishing to engage our innovations."*



Ariel shot of the Lotus headquarters in Hethel UK

Greg Sadler wins 2020 ACT Hill Climb championship in his Lotus Elise

On the 13th of December 2020, Greg Sadler collected his ACT club champion's trophy for his stellar year racing his Lotus Elise. Greg had a huge year of improvement, starting the year with a best lap time of 50.27 seconds, and finishing the year with 48.27 seconds. Most of us struggle to improve by 0.02 or 0.20 seconds over a year, and Greg improved by 2.00 seconds. The distinctive light blue and orange Gulf colours also made for one of the best-looking cars at the hill climb track in 2020.

Greg scored a maximum possible 60 points across a shortened season, with plenty of weather challenges to content with – not to mention the Covid restrictions, a five-month





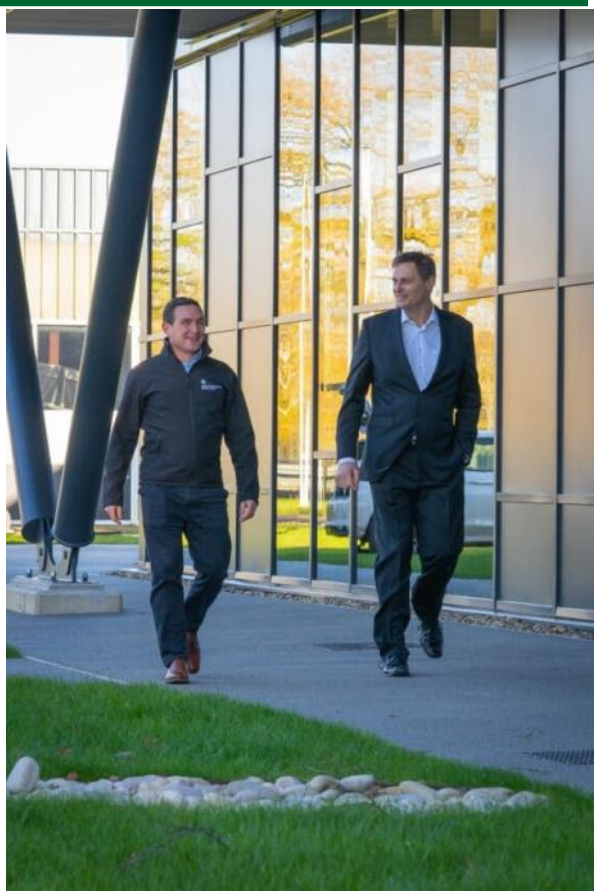
gap in racing, and all the other things to overcome in the year that was 2020.

He celebrated the win with a "shoey" (although the beer bottle was cleverly hidden inside his boots so that they weren't ruined). That's two Lotus wins in the past five years, so let's count this as a 40% success rate for Lotus winning the ACT club championship since 2016 ??. Congratulations Greg, and all the best for the 2021 season.

Thanks to David Leaney for the story.

Matt Windle appointed new MD of Lotus Cars

Following the news today that Phil Popham is to step down from his position at Lotus, the company confirms that Matt Windle, Executive Director, Engineering, is the newly appointed Managing Director, Lotus Cars.



Matt Windle and Phil Popham

Welcoming Matt into his new role, Phil Popham said: "Matt is an excellent fit for the senior leadership role at Lotus. He has been an excellent colleague to me since I joined the company, and is a popular and very effective member of the Lotus Executive team. He's a long-standing 'Lotus Man' and I'm proud to welcome him as my successor. We will continue to work closely together in the coming weeks as I hand over the reins and pass the baton on to the next phase of the Lotus story."

The handover process is underway, with Matt's appointment as Managing Director effective immediately.

Matt Windle, 49, started his career with Lotus in 1998 as a CAD designer. Before re-joining the company to head up the Engineering division in 2017, Matt worked internationally with both high and low-volume manufacturers, including Caterham, Tesla and Volvo. With more than 30 years' automotive experience behind him, Matt's most recent role saw him utilise rich technical expertise and leadership experience to head up both the Lotus engineering department and the Lotus Engineering consultancy. In his new role as Managing Director, Matt will lead Lotus in to the next chapter of its continually innovative and exciting 73-year history.

Commenting on his appointment, Windle said: "It is an honour to be appointed Managing Director of Lotus. Of the many manufacturers I have worked with over the years, Lotus has been the one closest to my heart. I have a history with the company dating back more than 20 years and I really know my way around the business. This period since 2018 has been the most exciting of my career and the scale of the global opportunity ahead of us is both inspiring and all-consuming.

He added: "I am proud to follow Phil into the leadership position and he has left a great foundation for me and the team to build on. I thank Phil for his friendship and support of the past years. I am proud to represent our shareholders Geely and Etika as I continue to work with our talented and dedicated team to fulfil the ambition for this wonderful brand and business around the world."

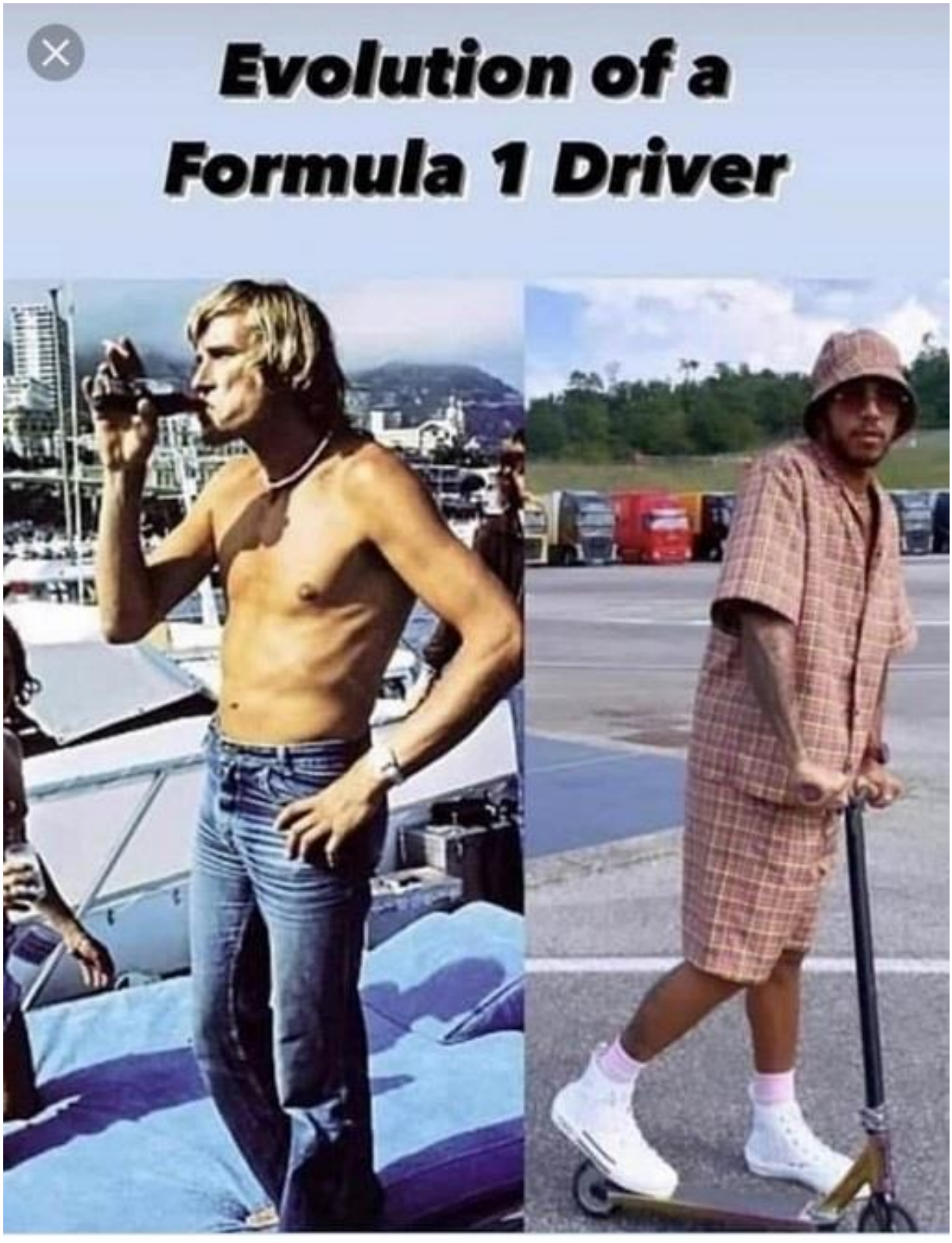
Mr. Feng Qingfeng, CEO, Group Lotus, added: "Our future is extremely bright indeed, with new designs, new technologies and new markets for us to leverage with this precious brand. I thank Phil Popham for his dedication in bringing new stability and governance to the business following the restructure of 2018. I also welcome Matt Windle into the role of Managing Director. I very much look forward to continuing to work with him and the UK team as we expand both Lotus and Lotus Engineering across the world into a new era for the business."

The first two projects that Lotus Cars will see through to completion under Matt Windle will be the Evija electric hypercar and the all-new, yet to be named, Type 131 sports car. Both will be built from new factories at a comprehensively revitalised Hethel UK headquarters, and both are programmes Matt knows intimately from his tenure at the head of the Engineering function. Look out for news on both these vehicles and more in 2021.

Lotus PLC


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

Thanks to Anne Blackwood for a copy of a Kimi Raikkonen Facebook post showing Janes Hunt shirtless with a smoke and a beer versus Lewis Hamilton in his jarmies on a Kids scooter



Answer to last months "Now who Said That?"



Last months quote was

"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!"

There was a great response for this so thanks everyone who sent me the correct answer of Ian (Pete) Geoghegan Winner was Alan Pate closely followed by Peter Griffiths, Harley Boggis and Anne Blackwood

Pete Geoghegan was at Phillip Island in Laurie O'Neill's Porsche 935, and leading a race comfortably when rain began to fall.
He switches on the wipers . . . nothing. The rain intensifies. He does another lap or so and reluctantly pulls into the pits. An embarrassed mechanic admits to removing the wiper motor to save weight. Pete blinks and then asks: "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!"





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

"I wouldn't worry about your face Niki, you were ugly in the first place!"

And remember, the quoted person is mentioned somewhere in this newsletter and is sadly no longer with us

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
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 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
	Sunday, March 28, 2021	CSCA Round 1 CLA	8.00 am	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	Sunday, July 11, 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
	Saturday, November 27, 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	Time	Location
Feb-21				
Mar-21				
Apr-21				
May-21				
Jun-21				
Jul-21				
Aug-21				
Sep-21				
Oct-21				
Nov-21				
Dec-21				

CLA WA 2020 Diary

Month	Day Date	Event	Time	Location
Feb-21				
Mar-21				
Apr-21				
May-21				
Jun-21				
Jul-21				
Aug-21				
Sep-21				
Oct-21				
Nov-21				
Dec-21				

For Sale

Lotus Elan M100 (Series 1)

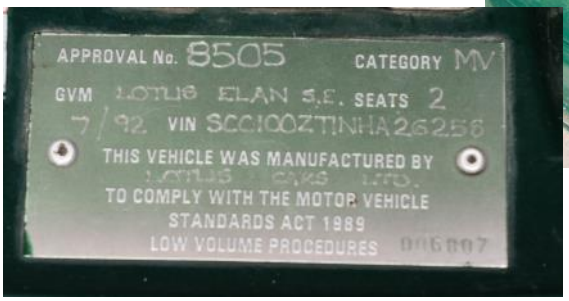


British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus 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

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





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









For Sale

PARTS AND WHEELS

I have for sale and open to offers

1 pair of Elan S3 seats in good condition

1 pair of TTR fully adjustable front springs/shocks hardly used

1 TTR stiff front sway bar

4 std Elan knock on spinners

also looking to buy a pair of Weber 45 DCOE carbs, could swap with a pair of 40's

Contact me at 0409 914455 Alan Pate



This set of four alloy wheels is from the Banks Europa 62s and would suit a vintage or track Lotus or similar car.
This is a set of four alloy wheels for a vintage or track lotus, or similar car. They're an unknown make, model and material, but feature two-piece construction.
The fronts are 14 X 8 with a 5″ offset. The rears are 14 X 10 with a 4.5″ offset. 4″ stud pattern. Please see photos to check the measurements yourself.
One wheel has some cracking around the bolt holes in the dish. All have some degree of dings or bends. They will require some refurbishment but will make beautiful and light period pieces on any number of historic sports cars.
Pick up only, Eastern Suburbs. Open to offers starting from $150 per wheel.
on 0412 127 388
Dario

FREE TO A GOOD HOME WITH A BIT OF GRATEFUL THANKS

Keith Edwards has decided to retire from motorsport and would like to hand his race gear on.
It ,..maybe to a new member or family member taking up the sport.
Race suit is 2000 RPM model XL in good shape,
Boots are new size 46.
Helmet meets current Standards size 60.
flame proof under garments etc.
Not after money ,but some nice wine could persuade him to part with them.
If interested, please contact Keith on 0417286976