MARCH 2021

Chunky's Chatter



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



Inside this issue

- The 56B and the Lotus 88, 2 very special Chapman strokes of genius that would never see the winners circle.
- Lotus PLC announces the end of the Elise and the Exige.
- Got an old VX220 Lotus Europa chassis, here's a great project to keep you out of the pubs for a couple of years!

Club Lotus Australia
March 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 Lotus announces the end of production of the Elise and Exige and release some great final iterations of these classics

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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Presidents Prattle
With Ashton Roskill



Well here we are in March already.

And we've had the first committee meeting of the year (minutes on the members area of the website), and started to get organised for what is looking to be a busy year, thankfully.

As well as a busy social schedule (Tom was heard to comment that the calendar looks better than it has in many years), including both of the Tyre Kicks each month in NSW, the Fish and Chip runs in WA, and periodic gatherings in South Australia, we have the makings of a much better motorsport calendar; the CSCA sprints, the HSRCA calendar, and the SSC days, then there's the Targa calendar which looks as though it should all be back on track, and adding in all the night sessions being organised by Simply Sports Cars, the HSRCA and others.

The social schedule in NSW is being augmented by Tom's periodic lunches, the Shannons Day and possibly the All British Day (TBC), and we have a full calendar from both the newly revitalised WA chapter (many thanks to Lena and Adrian for leading the charge there) and from the ACT chapter (thanks to Neil T for getting things up and running).

With February already vanishing in the rear view mirror, there were a fair share of highlights, and several lowlights, the most notable being the passing of John Bando; thank you to Daniel for allowing so many of John's motorsport friends to attend the funeral, and I am sure John would have loved that Sydney turned on a fine sunny day. It was a huge testament to a wonderful man that so many turned up to farewell him. Rest in peace John, you will be much missed, particularly at the racetrack!



On which subject, the NSW CSCA championships kick off with the CLA event on 20th March at Wakefield; entries have already started to pour in, so if you want to join the fun, be quick! It's always a fun day, as much for the highly social aspect of the day as for the fun on the track. And the following weekend (which was going to clash with the Grand Prix, now moved to November), the HSRCA has the Autumn Festival, also at Wakefield; for those interested, there is now Supersprint and Regularity on the dance-card, making for a much broader sphere of interest. I'm expecting all the usual suspects will be down there for the race categories, and it would be lovely to see more cars joining the slightly less stressful Regularity, for example.

Also on the subject of motorsport, congratulations to Lotus for taking out so many podium spots at the recent Targa High Country, and particular congratulations to all our members who, by all accounts, had a thoroughly enjoyable and successful weekend.; Targa kicks into gear with the hope that border relaxations stay in place, and Targa Tasmania is slated for the 19th-24th April, with at least four Lotus cars contending for the competitive GT Sports Trophy class.



This week the first of the SSC track days kicks into gear at Bathurst; I'm disappointed not to be there, but getting the gearing right for the Elite so it doesn't rev out on Conrod was going to be a difficult ask in a short space of time. Have fun up at the Mountain and I look forward to seeing the evidence.

n a much lower key note, I took the Elite out to Eastern Creek/SMSP for one of the twilight evenings ten days ago, and despite the showers keeping the track pretty consistently slippery, a great time was had by most! OK, so lap times were not exactly earth shattering, but as usual when it rains, balance wins over raw power :) And thank you to the Jaguar that left its spoor on the racing line. At least you could see the purple oil slick clearly!! Running under lights is a bit odd, particularly when the headlights on the car you are driving are at best described as a pair of candles. But it was a useful shakedown, and we found the reason for the rear end feeling a little twitchy on over-run - let's just say I have some additional bolts on my spanner check list! Photos with grateful thanks to Seth!

Right, better get this to Tom; I very much look forward to seeing you out and about over the coming months, and in the meantime, keep it safe, upright, and mostly on the blackstuff,

Pip pip

Ashton

From the Editor
Tom Devitt



Reminder

Annual Membership is due now!

If you have not renewed, this is the last Chunky's Chatter you will be receiving

Hello everyone and welcome to March edition of Chunky's Chatter.

After a relatively quiet start to the year, our motorsport and social activity is coming out from hibernation and of course our very own CSCA event is coming at the end of the month again at Wakefield park.

During his short life, Lotus founder Colin Chapman had many enormous successes, and several times changed the direction of Formula one with his cars and innovations. This month marks significant anniversaries of 2 of these cars, sadly neither became trailblazers, and both times through no fault of his own. The first of these was the Lotus 56 and 56B turbine car. These 4WD aerodynamic wedges were lethally quick, but rather than allow them to advance the motor racing world, officialdom simply legislated them out of competition.



The second was the Lotus 88 twin chassis car. With the ground effects technology well established, the F1 cars of the early 80's were sucked to the tarmac to such an extent that it was only a matter of time before drivers would start to sustain serious spinal and muscle injury. Chapmans design kept the road holding but relieved the ride for his drivers. Immediately, all the other F1 teams complained and the design was quickly banned, even though all the teams, and I mean all, were flouting the regulations in other ways. The 88 never got developed and early tests were not too encouraging, but then, that is the story of most of the F1 cars that Colin and his team designed.

An interesting aside in last months Motorsport magazine, was a photo of a non-standard light in Brian Hentons' Toleman TG 280. A previous race engineer John Doe (sure!!) recalls, it is an oil pressure warning light installed after several oil system failures in the fabricated tanks. It is claimed to be a side indicator lamp from a Lotus Elan.

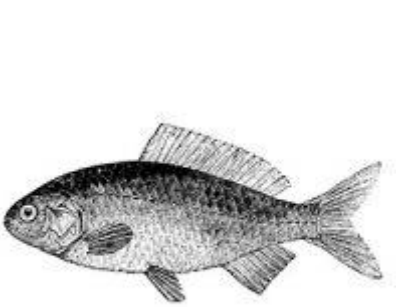
Before I sign off remember to renew your Club membership for 2021 if you have not this is the last newsletter you will receive.

Bye for now.

Tom

Breakout lunch and Saturday drive

Saturday April 24th
Woy Woy Fisherman's Wharf Restaurant
12.00 sharp
Bookings Essential







Come and join us for a great drive in your Lotus and a relaxing lunch at the famous Woy Woy Fisherman's Wharf Restaurant. You will find all your seafood favorites on the menu plus their extensive selection of wines, craft beers and cocktails.

Bookings to

t.devitt@bigpond.com

But please be quick as we could only reserve for limited numbers

Join the convoy or make your own way there, details to follow booking

LOTUS PHOTOS: FEBRUARY 2021'S TYRE KICK AT CARSS PARK

Sunday, the 14th of February, a dedicated few took a break from Valentine's Day preparations to enjoy a sunny morning at our Carss Park Tyre Kick & Coffee. Scroll on for a few photos.

After a rainy few days, and with more promised, we enjoyed a break in the weather for a relaxed and sunny morning chat at our southern Tyre Kick venue. Romantic commitments likely kept a few would-be tyre kickers occupied, so the gathering was small but no less enjoyable.



This time around, the four modern Lotuses were very nearly outnumbered by the classics in the form of an Elan, two Porsches and





Ed Holly's new toy, which immediately drew the crowed once Ed lifted the bonnet off.

For those on the northern end of the city, we'll be gathering at our original destination, Kokoda Cafe in Rhodes Park, for our second Tyre Kick of the month this coming Sunday, the 21st of February. Stop by from 9:30am.

February Tyre Kick and coffee Kokoda Café Rhodes 2021 Thanks to Evan Jones for the Photo



YOU CANNOT START TOO YOUNG DRIVING A LOTUS A GREAT STORY FROM WA

This story comes to us with thanks to Terry Southam, and recounts his thirteen-year-old grandson James' first track test in an Elise with international rally champion Alister McRae.

James, thirteen-year-old grandson of Club Lotus Western Australia member Terry Southam, had his first test track coaching tuition in his grandfather's Lotus Elise recently.

James is a regular driver of his grandfather's Elise, Excel and Westfield SEi on private roads. For a belated Christmas gift, it had been decided that James needed some professional guidance to improve his driving technique.

Under the watchful eye of international rally champion Alister McRae, James had an early morning one hour coaching session at the Perth Airport Test Track. This polished up James' braking, gear changing and cornering approach.

The outcome from James, "Grandad if I practice really hard, when can we do this again?" And Terry's thoughts "I think that I need the coaching more than James".

James and I would like to thank Alister for his very professional tuition.

Terry Southam





Top photo, James with Alister McRae and the Elite, Bottom James regular rides, Elise, Excel and A Westfield SEi

SA Lotus Torque
An occasional contribution from our SA delegate.

Christmas and New Year Events

With the uncertainty of on again off again lockdowns, event cancellations and uncertainty on how many people could assemble together, we decided to cancel our Christmas Party for 2020, but we still had a December Run.

The New Year is usually a small turnup, with people on holiday, or recovering from the NYE celebrations. This year was completely different with a huge rollup to see in the New Year.

With the bumper numbers, we were limited in venues, so historic Strathalbyn got the nod for a destination. After a very pleasant drive through the hills, and a slow tour of Paris Creek Rd, courtesy of the caravan who got there first, we were soon enjoying coffee and cakes in one of the region's more hospitable cafe's.



December Run was a somewhat muted event Photo Courtesy of Lee Rolph



The bumper turnup for the January Run Photo Courtesy Andrew Stevens



My S2 ended up the day at Magpie Springs Photo Courtesy Andrew Stevens

My wife, Susan had organised an afternoon "wine experience" at Magpie Springs winery in McLaren Vale, and the route somehow managed to take in Willunga Hill, before meeting up with the winemaker to learn his secrets, and experience a platter by the vineyard. It's a hard life.

Visit to Zagame Adelaide

For our February Run, Adelaide supercar dealer, Zagame invited us to their fabulous premises to kick off our regular run. Adrian Zagame, Lotus Brand Manager Matt Spicer and the rest of the Zagame team, put on coffee and nibbles, before a tour of their immaculate workshop. With an Exige 410 on display (the Bathurst Exige had been sold on the previous week), amongst Bentley's, McLaren's and a couple of the new Lambo SUV, the environment makes any car lover salivate.

One of the lesser seen cars in the carpark was a VX-220 that came along with its owner, and looked very much the part, sitting on Simmons wheels.

After leaving Zagame, those keen for a run headed off via the scenic route to the Uraidla Bakery and Brewery. Plenty of the Adelaide Hills road surface was traversed before settling in for a late morning tea.



Vauxhall VX-220 joined in at Zagame Photo Courtesy Andrew Stevens



Exige 410 on the floor at Zagame Photo Courtesy Andrew Stevens



The Zagame CEO's personal toy Photo Courtesy Andrew Stevens



A big rollup for the February meetup at Zagame Adelaide Photo

A huge thanks to Adrian Zagame, Matt Spicer and everyone at Zagame for hosting us.

Shannons British at The Bend



Lotus at The Bend British Car Day Courtesy of Lee Rolph



Lee Rolph prepares to sample her Elise on track at The Bend Photo courtesy of Lee Rolph

With the demise of this year's All British Day due to covid uncertainty, the team that run The Bend Motorsport Park stepped in to provide an entertaining day, with British Cars on display, the opportunity to drive the circuit, a Gymkhana, and some proper fast laps.
Lee Rolph finally bit the bullet and took her S2 Elise onto the track for the first time, and enjoyed the experience.

The Wheel Turns

Did anybody else notice the announcement of the deal between Lotus and Alpine to collaborate on Electric sports cars. It's the latest in a string of interesting interactions between Renault (who own Alpine) and Lotus, or organisations running Lotus branding, that started way back when a young Ayrton Senna was pedalling a Lotus Renault in JPS livery in the Peter Warr run Team Lotus.
Cheers and Safe Driving
Andrew Stevens

FEBRUARY 2021'S TRACK EVENING AT SYDNEY MOTORSPORT PARK



On Thursday the 18th of February 2021, we took advantage of Sydney Motorsport Park's newly-installed lighting system to enjoy a night of super sprinting on the Druitt (North) circuit.
We were hosted by Driving Solutions, who did a great job of ensuring a smoothly-run evening with plenty of track time for all.
Although the day started wet, by the time we were on the track the skies had cleared and we enjoyed a pleasantly cool and dry night. After a few slippery runs drivers had organised a dry line and the challenge of keeping everything pointed in the right direction eased, allowing them to focus on enjoying their cars, testing for the upcoming season and lowering their times.



The opportunity to run under lights was enjoyed by all and surely provided a new set of challenges and a refreshing change of scenery. The lighting system works very well and provides plenty of illumination to provide for safe motor sport.
With the event running at a more leisurely pace and featuring a smaller entry, the atmosphere in the pits and paddock was very relaxed and enjoyable. The usual tinkering with cars and sharing tales of glory was still evident, of course, and it was good to spend a relaxed evening catching up before the historic motor racing season kicks into top gear.
Our thanks to Driving Solutions for hosting the evening, as well as to Rod, Wayne, Richard and the motor sport team for putting the evening together.
photos from the evening, with thanks to Jeremy Dale and Seth Reinhardt.



SAVING THE BEST 'TIL LAST: THE LOTUS ELISE AND EXIGE FINAL EDITION CARS



This year marks the end of an era for Lotus Cars. As the business moves towards an exciting future as outlined in recent announcements, time is being called on production of the iconic Elise and the genre-creating Exige, after 25 and 21 years respectively.

In honour of these two legendary models, Lotus has announced a range of five new Final Edition cars which have higher power, greater standard specification and – in true Lotus style – light weight.

These cars are the ultimate versions of the Elise and Exige, and mark the pinnacle of technical development to showcase more than two decades of engineering excellence. To be built in limited numbers, each is a fitting tribute to performance cars that are, almost uniquely, legends in their own lifetime.

Five new variants – two Elise and three Exige – have been created and Lotus is anticipating high demand from global markets as customers rush to buy a slice of history. They are available with unique paint colours, new exterior decals, new wheel finishes, new trim and Final Edition badging. The improvements continue under the skin, a fact reflected in new names which reveal higher power outputs on three of the five – the Elise Sport 240, Elise Cup 250, Exige Sport 390, Exige Sport 420 and Exige Cup 430.

The Lotus Elise Final Edition range in detail

The Elise is a true Lotus, with 2021 serving as the 25th and final year of production. These two new Final Edition cars are a fitting tribute, and the exclusivity and rarity will no doubt ensure high demand and guarantee future classic status. They retain all the core values and features that have made the Elise such an iconic car – a small, light and agile two-seater powered by a supercharged and chargecooled 1.8-litre, four-cylinder mid-mounted engine.

As standard, both Final Edition cars receive the most extensive list of interior and exterior features ever. The biggest change is the all-new TFT digital dashboard with the choice of two screens, one with a conventional set of dials and the other a race car-style with digital speed read-out and an engine speed bar.

The steering wheel is of a new design and clad in leather and alcantara. It features a flat base to create better leg clearance for taller drivers and to aid ingress and egress. Every car comes with a Final Edition build plaque, plus new seat trim and stitch patterns.

A new selection of colours has been introduced for both the Elise Sport 240 and the Elise Cup 250, harking back to some of the iconic colour schemes from the Elise and Lotus' past. These include Azure Blue, the colour used in the first production car images for media in 1996; Black, the brand colour of the motorsport division when the company ran the successful Autobytel Lotus Elise Championship race series; and Racing Green, an homage to the colour of the original car unveiled at the 1995 Frankfurt Motor Show.

Lotus Elise Sport 240 Final Edition

Lotus PLC

The Elise Sport 240 Final Edition gains an extra 23bhp from a revised calibration and so replaces the Sport 220. Delivering 240bhp and 244Nm of torque, the engine has been tuned to provide stunning real-world performance and class-leading efficiency. The 0-60mph sprint is completed in 4.1 seconds thanks to a power-to-weight ratio of 260bhp per tonne. CO2 emissions of 177 g/km are extremely low for the performance on offer.

The car comes with 10-spoke Anthracite lightweight forged alloy wheels as standard (6J x 16" front and 8J x 17" rear). They're 0.5kg lighter than the wheels on the Elise Sport 220 and shod with Yokohama V105 tyres (195/50 R16 front and 225/45 R17 rear).

Further weight savings can be achieved with an extensive range of optional carbon fibre panels, including sill covers and engine cover, lithium-ion battery plus a lightweight polycarbonate rear window. With all the lightweight options chosen, the mass of the Elise Sport 240 reduces further from 922kg to 898kg.

Lotus Elise Cup 250 Final Edition

Key to the Elise Cup 250's performance are its aerodynamics and downforce linked to its power and light weight. With aerodynamically optimised components such as the front splitter, rear wing, rear diffuser and side floor extension, this Final Edition car produces 66kg of downforce at 100mph and 155kg of downforce at is maximum speed of 154mph.

The car is shod in new 10-spoke Diamond Cut ultra-lightweight M Sport forged wheels (7J x 16" front and 8J x 17" rear) with Yokohama A052 tyres (195/50 R16 front and 225/45 R17 rear). The extensive list of standard equipment includes Bilstein sport dampers and adjustable anti-roll bars, to help maximise the aerodynamic downforce available and boost grip whilst maintaining the legendary Elise handling. Also fitted as standard is a lightweight lithium-ion battery and polycarbonate rear window.

Other lightweight carbon fibre options, as on the Elise Sport 240 Final Edition, are available reducing the mass to an unladen weight of just 931kg.

The Lotus Exige Final Edition range in detail

The Exige range is celebrated in its final year of production with three new models – the Exige Sport 390, Exige Sport 420 and Exige Cup 430.

Like the Elise, new equipment for this final year of production includes unique paint choices, new decals and two new wheel finishes. All versions of the Exige also come with the TFT digital dashboard, Final Edition build plaque, new steering wheel, plus new seat trim and stitch patterns.

All models are powered by a 3.5-litre supercharged V6 with a baffled sump, mounted in a lightweight and rigid chassis that provides thrilling acceleration and instant response. Pure unassisted steering offers exquisite feedback and vivid communication at all speeds. The Exige benefits from a bespoke version of Lotus' pioneering bonded aluminium chassis, a unique rear subframe and forged aluminium double wishbone suspension at the rear.

Like the Elise Final Edition range, the Exige is also available in a selection of new colours representing significant cars in its history. These include Metallic White, from the unveiling of the V6 Exige at the Frankfurt Motor Show in 2011, and Metallic Orange, which was used on the first press fleet car in 2000 and the and the Exige GT3 concept from the Geneva Motor Show 2007.



Lotus Exige Sport 390 Final Edition

The new Exige Sport 390 replaces the outgoing Exige Sport 350. The power increase of 47bhp comes from a revised calibration linked to the Edelbrock supercharger with chargecooling, to produce 397bhp and 420Nm. Linked to a light weight of 1,138kg, the Exige Sport 390 accelerates to 60mph in just 3.7 seconds before reaching a top speed of 172mph. The advanced aerodynamics are carefully balanced, generating 70kg of

downforce at the rear and 45kg up front for a total of 115kg at top speed. To put this power on to the road, the Exige Sport 390 has 10-spoke silver lightweight forged alloy wheels (7.5J x 17" front and 10J x 18" rear) and Michelin PS4 tyres (205/45 ZR17 front and 265/35 ZR18 rear).



Lotus Exige Sport 420 Final Edition

The Exige Sport 420 Final Edition gains an extra 10bhp and replaces the outgoing Sport 410. It is the fastest Exige available, topping out at 180mph, with 0-60mph completed in 3.3 seconds. With its light weight of 1,110kg and 420bhp (giving a power to weight of 378bhp per tonne) and 427Nm from the supercharged and chargecooled V6 engine, coupled with a flat torque curve and maximum power available to maximum revs, the Exige is regarded as the most complete driving car of its class.

The list of standard equipment is impressive. Front and rear Eibach anti-roll bars are adjustable and the three-way adjustable Nitron dampers allow for different high and low speed compression settings. The car rides on 10-spoke Anthracite lightweight forged alloy wheels (7.5J x 17" front, 10J x 18" rear) with Michelin Pilot Sport Cup 2 tyres (215/45 ZR17 front and 285/30 ZR18 rear). Stopping power comes from AP Racing brakes with forged, four-piston calipers and two-piece J-hook brake discs. With a higher thermal capacity and improved bite, these discs offer improved debris clearance and reduced vibration for more consistent pedal feel and greater, fade-free performance.

Lotus Exige Cup 430 Final Edition

The Cup 430 remains the range-topping Exige. Already legendary in its short lifetime, it is regarded as being one of the world's quickest real-world sports car. It is not just suited to its driver's favourite road, but also at home on a challenging circuit.

Chargecooled for a consistent 430bhp and capable of generating 171kg of downforce, this is the road and track car to rule them all. The radical aero package is not for show; the Exige Cup 430 generates as much downforce at 100mph as the Exige Sport 390 does at 170mph. Weighing just 1,110kg the power-to-weight ratio hits a staggering 387bhp per tonne. With 440Nm of torque from 2,600rpm, 0-60mph is completed in 3.2 seconds on the way to a top speed of 174mph. Downforce is balanced at all speeds, with the car generating 76kg at the front and a further 95kg at the rear, giving a total of 171kg.

Everything about the Exige Cup 430 is focused upon performance whether that's driving on the road or track. Every car comes with motorsport-grade carbon fibre panels include the front splitter, front access panel, roof, diffuser surround, enlarged air-intake side pods, one-piece tailgate and race-derived rear wing. In addition to revised steering arm geometry to increase bump steer, handling characteristics can be altered via the Nitron three-way adjustable dampers (high and low speed compression plus rebound adjustment) and Eibach adjustable front and rear anti-roll bars, both as standard. Michelin Pilot Sport Cup 2 tyres (215/45 ZR17 front and 285/30 ZR18 rear) are fitted to ultra-lightweight 10 spoke diamond cut lightweight forged alloy wheels (7.5J x 17" front, 10J x 18" rear).

Braking comes via forged, four-piston AP Racing brake calipers and higher thermal capacity two-piece J-hook brake discs front and rear. The system is designed to give improved bite and reduced vibration, delivering consistent pedal feel and fade-free stopping power lap after lap.

With a high-flow titanium exhaust system as standard, the Cup 430 sounds like no other supercar at speed. Motorsport-derived variable traction control linked directly to the ECU helps maximise traction on corner exit by managing the giant surge of torque. It's controlled via a six-position rotary switch located on the steering column. Only active with the ESP stability control switched off, the five pre-set traction levels are displayed on the instrument cluster.

When production of the Lotus Elise, Exige and Evora end later this year, the final combined production total will be in the region of 55,000 cars. Together they account for more than half of Lotus' total road car production since the first Lotus in 1948.

It doesn't always have to be about Lotus

CLA member Peter Walker sent in this fascinating article from Richard Norris at Classic Alfa in the UK about building a replica 1991 Alfa Romeo Stradale Prototipo using a VX220/Lotus Europa chassis



I first saw the 33 Stradale Prototipo in 1991 at the "Alfa Romeo Sport Through Design" exhibition and ever since that day dreamed of one day owning one. However, with just a handful of production cars ever made they never come to the market and, if one did, the price would be stratospheric (circa 10 million Euros!).
Enquiring further, I learned that a well-known and very talented Italian fabricator had access to the original hammer buck as he had been friends with Carlo Chiti (of Autodelta). He had, on occasion, made "a few" nut and bolt Stradale Prototipo replicas including the H pattern chassis with bag fuel tanks inside. These were still extremely expensive as they had a lot of "as original" 33 components in them which were very costly to source (especially in very low volumes).
Later in the 1990's one of my customers decided he would like to build something of his own here in the UK and managed to persuade the fabricator to sell him just a Stradale Prototipo bodyshell. Beautifully made in aluminium - the prototype design with four headlights and large rear side vents is generally considered to be better looking than the simplified final production cars. Over the next few years these panels were painstakingly jigged up and moulds made of each section including moulds created for the front windscreen, side windows and rear window. This was a precursor to making a complete set of composite body panels.



A first car was built and later displayed at the 2016 London Classic Car show using a Vauxhall VX220 / Lotus chassis with which the Stradale shares very similar dimensions!The completed car demonstrates the excellent panel, glazing and perspex fit.
At this point Classic Alfa, having followed the project with great interest for many years, decided to make some additional body sets in partnership with the project owner with a view to meeting the market demand for a Stradale Prototipo recreation.
The London show car was rather compromised by the



TZ2 influenced wheels so we have had the Lotus wishbones redesigned and found an alternative brake set up that has allowed us to have a 15" version of the dished Stradale wheel made in Italy.
To celebrate the 50th Anniversary of this incredible car design icon, last year we started producing a limited, numbered run of 33 of these body sets which comprise the following

- Front "clam" / bonnet
- Central body section
- Rear "clam"
- Headlamp mounting panels (pair)
- Doors with carbon/Kevlar layer for extra strength
- Laminated windscreen with correct blue tinted strip at the top
- Perspex rear window and door windows

Perspex headlight covers
The price for this panel set is £19,950 including VAT and only 10-12 sets can be produced per year (up to the total of 33 sets). You can either pay in full for a set for delivery in 2020 (if you are quick!) or you can pay a 35% deposit to hold a set for delivery in 2021.
Currently we are producing them 3 sets at a time and try to have at least one set in stock at all times.
Worldwide shipping is possible and the export price for non-EU residents is £16,625 plus transport cost.
We also have LHD Stradale style dashboards in fibreglass, headlights, rear lights, 13" or 15" wheels, tyres, instruments, windscreen seals and various other items available to purchase separately to help complete your project.

Chassis Options

Chassis choices are varied – Customers can "do their own thing" with their own bespoke chassis, buy a chassis from Caral Automotive (more on this further down) or pursue the VX220/Lotus (or Opel Speedster for left-hand drive) route. This latter solution, if you can put in some of the build hours yourself, allows completion of a road legal car on a very reasonable budget and for which we can supply our modified suspension and brake kit allowing you to fit our fantastic 15" Stradale style wheels specially designed for the VX / Lotus chassis. Nine W Race Engineering in Stock-

bridge, Hampshire, UK are currently building a car on the VX / Lotus platform - see photos below. The cost to do such a build would be £50-70,000 including donor car and would depend on how much work you did yourself. You can see in these photos how much we have improved the look using re-designed wishbones and new wheels.

A UK based company, Caral Automotive, have designed and built a prototype chassis that is very close in design to the





original Autodelta chassis and uses readily available suspension and brake components. Rough costings to build a car with a bespoke chassis would be at least £100,000 as you have the cost of the chassis, plus the body set, plus engine and gearbox and then paintwork, interior trim, wiring etc.

If you would like to discuss the Caral Automotive chassis with its creator please email simons@caral.co.uk

Please contact Richard Norris at Classic Alfa for further information

richard@classicalfa.com

tel. +44 (0)20 8688 4443



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

50 years ago the Lotus 56B Turbine car was finally retired without any success

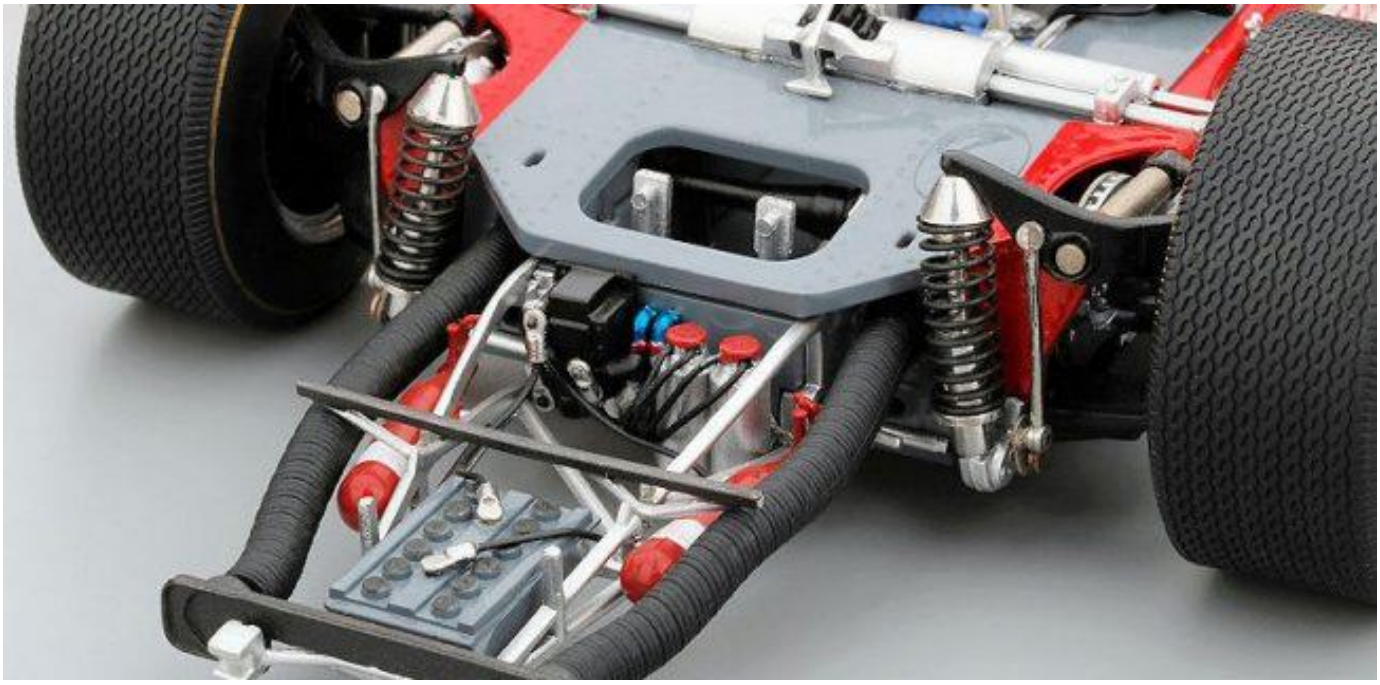


1971 saw the Lotus 56B finally entered in Formula 1, sadly without success. Initially built as the Lotus 56, it was a gas turbine-powered four-wheel-driven car, designed by Maurice Philippe as Team Lotus's 1968 STP-backed entry in the Indianapolis 500, As the Lotus 56B, a modified version also designed by Maurice Philippe and Colin Chapman, the gas turbine car returned in Gold Leaf colours at a few 1971 Formula One events.
The Lotus 56 used a modified version of the ST6 gas turbine used on the STP-Paxton Turbocar ("Silent Sam") that almost won in 1967. The ST6 was based on a small aircraft engine that became one of the most popular turboprop aircraft engines in history. USAC, the governing body of the Indy 500, had implemented new rules aimed at handicapping turbine powered racing cars by drastically reducing the air intake size. The Lotus 56 made up for reduced power with a sophisticated suspension design, retaining the four-wheel drive concept of the Silent Sam, but with lighter weight, and advanced aerodynamics.
After Jim Clarks death, Chapman brought in Mike Spence to join the team and as an additional task, Mike was asked to shake down a car that Andy Granatelli entered for Greg Weld. Mike suffered a terrible accident when the car slid off the circuit and he was struck in the head by a front tyre and later died. Following so closely on Clarks death, the old stories about Lotus reliability started resurfacing and then Carol Shelby released a statement to the press.
Shelby had built 2 turbine cars that were way off the pace and his press release said that he was withdrawing the cars because turbine cars were dangerous. In fact, Carol withdrew the cars to save face, his cars were slow because their chassis were flexing. To quote author Mike Lawrence “Shelby’s press release had the effect of pointing a finger of blame at Colin, who was actually blameless. It was not a move which reflected credit on Shelby!” Chapman was devastated and handed over the running of the STP Lotuses to Andy Granatelli.



The remaining three cars with Graham Hill, Joe Leonard, and Art Pollard were entered for the race, with Leonard claiming pole position. Unlike the year before, when the STP-Paxton Turbocar easily outperformed the other cars in the race, in the race the turbine cars were relatively evenly matched with the other top contenders, much of which must be attributed to aerodynamics and chassis design and not to the turbine engine. Hill's car crashed, Pollard's car broke down, while Leonard was leading with

just a handful of laps to go when a fuel pump shaft failed. Shortly thereafter, the USAC imposed additional restrictions on turbine cars that essentially removed them from competition. For the second year in a row STP turbine cars had brought innovation to the Indy 500 and had failed to win while leading within a few laps of the end of the race. USAC subsequently banned turbine cars and four-wheel drive completely.
For In 1971 Lotus developed a "widebody" 56B for Formula 1, with revised "big wedge" aerodynamics. Emerson Fittipaldi tried it in the 1971 Race of Champions and International Trophy non-Championship meetings. At Brands Hatch, during wet practice, the 56 was far and away the fastest car on the track, but the race was held in dry weather and the car was lost in midfield.
Breaking remained a problem. For a good lap, the brakes had to be held on hard while keeping the engine revs up with the accelerator. This push me pull you increased pad wear immensely and the huge front discs overheated to such an extent that changed the operation the front shocks. To contend with this increased cooling slots needed to be cut into the nose. The season had a bad start with retirements in South Africa and



Spain. Fittipaldi and his wife Maria-Helena had a very bad road accident in France in which he suffered a broken sternum and she was also severely injured. (this next bit gets a bit gruesome so be warned!) Lotus managed to get Jabby Crombac to attend the accident and just as well. In the front passengers footwell he found 2 of Maria-Heleena's teeth still attached to a piece of her jawbone. He rushed to the hospital with them wrapped in a tissue and was just in time to get the surgeon to reattach them.
Emerson's team mate was Australian Dave Walker and whilst Fittipaldi took out a World Championship, Walker never scored a point. His specialty was F3 in which he was brilliant but as Peter Warr recalls "he had not developed good throttle control because in F3 you treated the right hand pedal as an 'on-off' switch". Walker quickly became unpopular with the team because of his harsh treatment of the cars which nearly always expired when driven by him. Warr continues "For the 1971 Dutch Grand Prix at Zandvoort we put him in a 56B turbine car, it was poring rain, he had 4 wheel drive and with 56 gallons of fuel on board it was so heavy you couldn't have spun it if you tried. He was 22nd on a 24 car grid and I said to him 'Dave take it easy for the first 20 laps and let the race come to you. But it was his first Grand Prix, he got excited, he went from 22nd to 10th in the first 5 laps and then he went straight off the road at the Tarzan hairpin and filled the turbine with sand… If he had stayed on the island he could have finished way up at the front."
At season end the Lotus 56B days entered, a promising car, never to win a race.
TD

Omologato launch 'Heritage Racing Special' watch, a must for Lotus fans!

UK Windsor based Motorsport watch specialist Omologato have launched a new watch which supposedly pays tribute to Lotus's racing past. Styled in black & gold, the watch will be limited to 172 editions and to showcase the watch, Omologato paired the timepiece up with the classic colours of the S2 Commemorative Edition Esprit JPS which was first introduced in 1978.

Hand made using the highest quality 316L steel, the watch features 42mm case with Miyota Chronograph Quartz movement and a 20mm NATO strap in black & gold. Priced very competitively at £370 (yeah sure!)








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

The Lotus 88 was Colin Chapmans last stroke of genius that was never allowed to bloom, 40myears ago this month

In the late 70s, ground effects in F1 was well established but the exceptional g-forces and the fact that the cars were sucked to the ground with virtually no suspension made it tough for the (by now very well paid) drivers. After a test session in 1980, Australian Alan Jones complained to the Williams owner Frank Williams that the ride was almost unbearable and that his backside was in agony! "Sit on your fuc**ng wallet was Franks terse reply. As it happened, Jones went on the win the 1980 F1 world Championship for Williams but drivers were clearly unhappy with their vehicles.



Alan Jones and Frank Williams 1980 the year they won the World Championship

The following year the FIA banned the moveable skirts fitted to the bottom of the cars' sidepods that were vital for achieving consistent ground effect and regulated a mandatory ground clearance of 6 cm, in the interests of driver safety. The Brabham team were the first to work around the rules using hydropneumatic suspension systems which compressed under aerodynamic loading and lowered the Brabham BT49 onto the track. This had the side effect of rendering the car without any sort of suspension, causing the driver to be buffeted even more than before. However, the performance gains were such that other teams were soon following suit - although most had difficulty in replicating the Brabham system and used a simple switch to lower the car. As could be expected, Colin Chapman had other ideas.

For the 1978 season, Lotus dominated, taking the Manufacturers' title and the top two spots in the Drivers' Championship, but the rest of the teams were catching up.



Chapman's next ground effect car, the Type 80, was not a success. Lotus didn't win a single Grand Prix in 1979 or 1980.

The Lotus 86 had been designed at the time when skirts were still legal, but only one prototype had been built. When the skirts were banned, Lotus designer Peter Wright studied the car and its performance without skirts. The loss in performance was largely negligible, so a new car, the 88 was quickly designed by Colin Chapman, Peter Wright, Tony Rudd and Martin Ogilvie as a re-engineered 86. The car was powered by the Ford Cosworth DFV engine. Lotus drivers Nigel Mansell and Elio de Angelis reported the car was pleasing to drive and responsive. To make the aerodynamic loads as manageable as possible, the car was constructed extensively in carbon fibre, making it along with the McLaren MP4/1 the first car to use the material in large quantity

Central to the 88's layout (and the controversy surrounding it) are its two chassis, one aerodynamic and one mechanical. The bodywork and side pods joined by three titanium cross members make up the aerodynamic one, which is directly attached to the uprights but also featured soft springs. Once the car picked up speed it produces enough downforce, the springs compress to lower the undertray and maintain an even seal with the track. That chassis takes most of the stresses and pressures of producing ground effect. It also allowed the car to follow the six-cm ground clearance rule, at least at tech inspection, and then squat lower at speed. The other chassis, meanwhile, was a conventional monocoque housing a Cosworth DFV, the

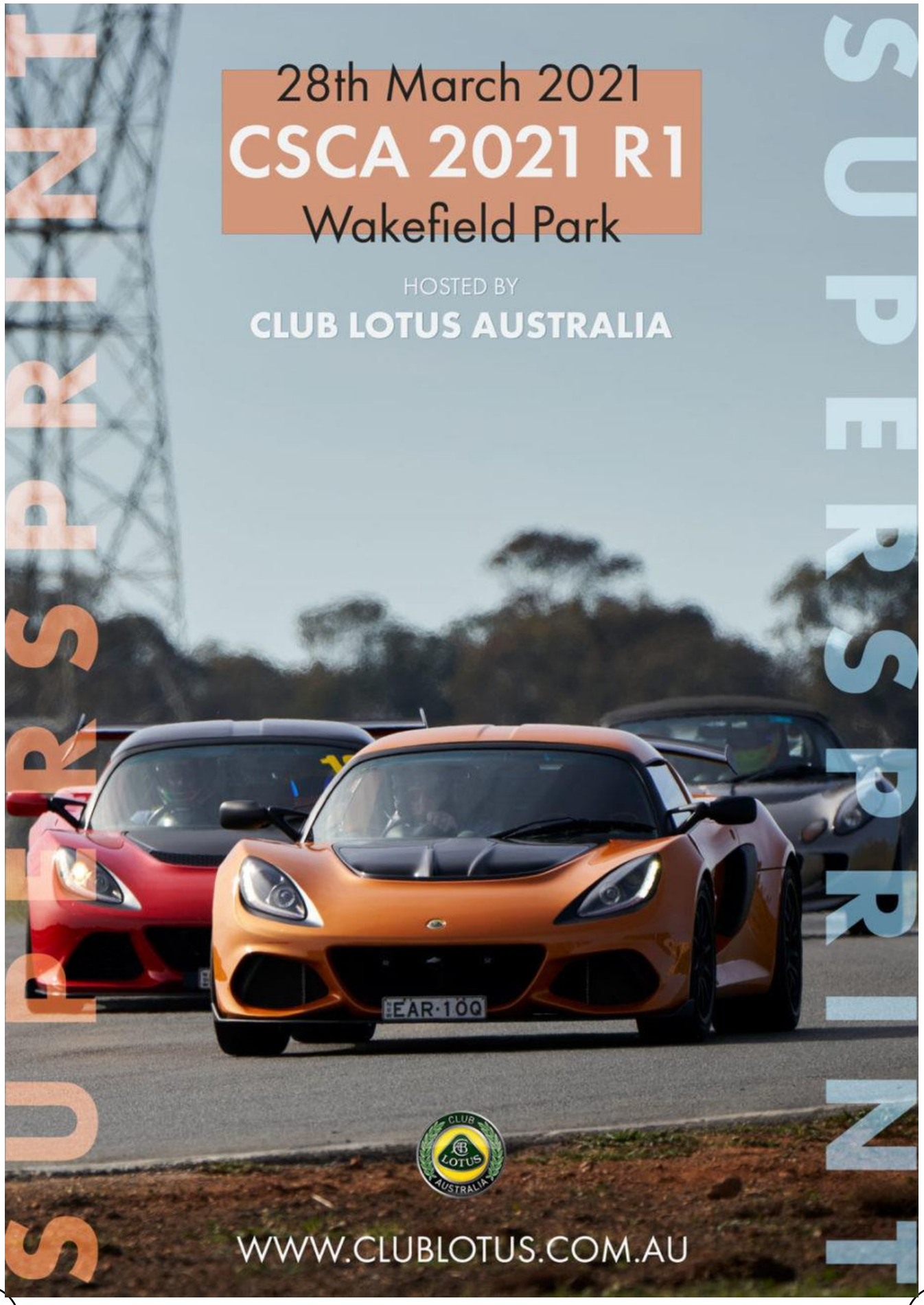


cockpit, and relatively soft suspension.
The first round of the 1981 World Championship was 40 years ago this month, and was the United States Grand Prix West at Long Beach. The 88 initially passed scrutineering and put in some laps in practice, but was black flagged and disqualified after protests by rival teams on the grounds that the 88's second chassis was a "movable aerodynamic device." The rules state that any part of the car influencing its aerodynamics need to be "rigidly secured to the entire sprung part of the car and must remain immobile in relation to the vehicle." Nevertheless, "entirely sprung part of the car" is not clearly defined in the rules. Neither is the word 'chassis,' for that matter, and there's also the fact that chassis is spelled the same in both singular and plural.

Team Lotus persisted at the next race in Brazil, but again the 88 was disqualified after only a few practice laps. The car didn't even pass scrutineering at the next round in Argentina and an outraged Colin Chapman boycotted the next race at Imola in San Marino, which was the first Grand Prix in many years that didn't feature a Lotus on the grid.
Meanwhile, an 1981 article in Motorsport magazine reported "everyone is happily cheating on the footnote to Article 274/3 which says, 'Under no circumstances shall any suspended part of the car be less than 6 cms. From the ground,'". At Imola official observers on the fast parts of the circuit said that 'everyone, but everyone, had the sides of the coachwork touching the ground.' If everyone cheats then it is all right."
Chapman hired ex-Nixon lawyer Robert Hinerfeld to appeal the FIA's decision but lost the case. It got to the point where if the Lotus 88 was entered in the British Grand Prix at Silverstone, the team would lose its championship points and the race itself would lose its place as a championship round of the season. Chapman was forced to update two of his Lotus 87 chassis as replacements for his thwarted brainchild and Lotus reverted to a single-chassis 87 for the rest of the season.
Even though the 88's few timed practice laps had been well off the pace, it was a step too far from a team that had redefined F1 design just three years before. Frank Williams complained that "if it is accepted as legal finally, then we shall all have to build similar cars to remain competitive, and the costs will be enormous."



Chapman died in late 1982 and Team Lotus never returned to its days of glory, aside from some good events in 1985-87 when Ayrton Senna drove for the team. Whether the 88 actually would have been any good or not is still something of a mystery since "the other teams, scared that Chapman had moved the goalpost once again, connived in its downfall," according to a 2005 Motorsport article on the car.
TD


SUPERSPRINT
28th March 2021
CSCA 2021 R1
Wakefield Park
HOSTED BY
CLUB LOTUS AUSTRALIA
EAR·100
CLUB LOTUS AUSTRALIA
WWW.CLUBLOTUS.COM.AU
SUPERSPRINT

Answer to last months "Now who Said That?"



Last months quote was

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

The answer was James Hunt. After Lauda's fiery crash in Germany, James and Niki talked on the phone sometimes up to an hour. Hunts support and friendship during this time was a great comfort to Niki in his recovery.

A very close result with Alan Pate again coming in as the winner closely followed by Anne Blackwood and Evan Jones.



James Hunt from an old Motorsport magazine cover

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 will never forget it even though it only lasted 6 laps before the thing blew up. Instead of cars passing me on the straights I was able to actually pull alongside them and outbreak them into corners...I thought, this is a piece of cake!"

And remember, the quoted person is mentioned somewhere in this newsletter and whilst he drove for Lotus F1, never scored a point, and is an Australian to boot!

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
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
	Saturday, April 24, 2021	Woy Woy Fish Wharf Lunch	11.30zm	Woy Woy Wharf
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
	Friday, May 14, 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Cooma
	Saturday, May 15, 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Bathursd
	Sunday, May 16, 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Tenterfoeld
	Monday, May 17, 2021	CLA, NSW Escape weekend holiday	8.30am	Home
	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	Pheasants 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
	Sunday, August 29, 2021	All British at Kings	9.00am	The Kings School Parramatta
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
	Saturday, October 16, 2021	Lunch NSW Rail Museum Thirlmere	11.3	Steam train ride followed by lunch
	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)

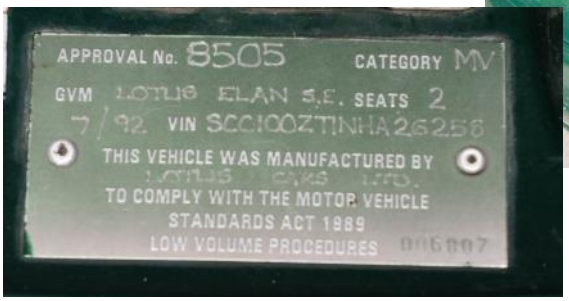


British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus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

For Sale
1990 LOTUS ESPRIT SE

FOR SALE
1990 LOTUS ESPRIT SE
49250 miles
purchased December 2008
interior recovered 2010
turbo refurbished 2012
S4 Esprit power steering fitted 2010
cam belt changed last year
$38,000
for more info email dave123@adam.com.au or call mobile 0490061935
David Giles South Australia





