APRIL 2021



Chunky's Chatter

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



Inside this issue

- Fabulous story from Russell and Diane Waddington (words by Diane) about their first Targa.
- Some great photos from the Longford Motorama thanks to Ian Godfrey.
- Classic Team Lotus build a type 81 Formula 1 that's yet to race in anger.

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 *The Elan Plus Two of Ian Godfrey at the Longford 2021 Motorama*

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



Wow, April already….

March was a ripper!

OK., so it started with a wet Carrs Park Tyre Kick.

But we had the first round of the CSCA sprints, superbly organised by our most excellent Motorsport Committee, and that made up for it, and then some! The sun shone, the track was fast, the times fell, good times were had by all. And I got an electrical gremlin which sidelined me for the second and third sessions. But all in all, a great day was had by all! Report elsewhere in here with all the gory details!

The prior weekend, also at Wakefield Park, for the HSRCA Autumn Festival, could hardly have been more different weather-wise - it was cold, wet and blustery, and I think the fastest lap I managed was 1.27! I did have a lot of fun chasing Syd around in his delightful Dart, so all was not lost by any means.

Socially things seem to be starting to return to a semblance of normal too; I even paid my first visit to Melbourne for over a year, courtesy of the Melbourne Club where Giles and I regaled a (surprisingly) full room about the delights of the Peking to Paris rally; there was nearly an hour of Q&A afterwards, suggesting we hadn't bored them to death; and they were kind enough to give us both a magnum of champagne for our troubles, which was a delightful tilt to the fact that Prince Bourghese, who won the original race in 1907, won a magnum of Krug.

Sad news from Lotus that the last of the Elise and Exige variants will come off the line soon, and with them the end of probably the most successful commercial period to date in the history of the marque. So let's hope that whatever is to come will be even more successful, particularly as it will herald in the hybrid era for Lotus, on their way to an all-electric future (apparently the three models due to be launched this year will be the last combustion-engined cars, albeit with electric augmentation). Hopefully that's good news for all those owning petrol-powered Lotus cars….in about 30 years time.

Which does beg the question, how does one service and maintain a hybrid car? I'll leave that one hanging out there….

The saddest news for me this month, however, was the sudden passing of Gerry Crown, the octogenarian winner of no less than three Peking to Paris rallies, and the only person on this planet to have competed in all seven of the re-runs since 1997. Having said that, his funeral and wake were filled with laughter, happy memories and lots of family and friends, just as he would have liked it. The expression "colourful character" could have been invented for Gerry, and the world will be a less colourful and exuberant place for his passing. He passed away almost at the same time as that other great of the motoring world, Muddly Talker (Murray Walker), and although I never knew him personally, my early memories of watching grand prix is peppered with his enthusiastic commentary, often confusing, always amusing. I do hope the emerging generation are developing some good'uns to replace these wonderful people who are leaving us.

Right, on that slightly sombre note, I'd better get this off to Tom so I don't hold up Chunky's any longer than necessary; I do hope you are all keeping well, looking forward to a slightly drier period now that La Nina has officially ended, and staying safe, upright and on the blackstuff (mostly),

Pip pip

Ashton

From the Editor
Tom Devitt



Sad news this month with the death of John Bando. John was a long time Lotus enthusiast and an avid supporter of hid son Daniel and his racing Lotus. He was a long-time member of the HSRCA and a frequent attendee at race meetings. He has been very sick for the past five months. The CLA committee and community send our condolences to Daniel and his family.



Jimmy celebrates yet another victory

You may recall that we have been running a competition for the best article presented to Chunky's Chatter for 2020. Well the winner turned out to be Alastair Browne. Alastair has been writing articles for CC for at least the last 10 years and they are always a pleasure to read and include in the magazine. A totally lovely chap who is always the life of any social gathering and with a twinkle in his eye which always was one-step away from trouble. Sadly, Alastair has been in poor health recently so we only hope winning the prize (a piece of Brian Caldersmith's artwork) cheered him up.



Alastair's prize courtesy of Brian Caldersmith

Some extremely interesting cars turned up for this year's Longford Motorama in Tasmania. Ian Godfrey sent us an article and some terrific photos of the event which whilst sadly only lasted 1 day (COVID again) saw thousands of visitors and some fabulous cars

Talking once again of crazy British names, how about John Colum Crichton-Stuart 7th Marquis if Brute, read all about him on page 17.

Hard to believe but the world lost Jim Clark53 years ago this month, I believe it was his triumphs and sheer ability that converted many people (myself included) to the world of Lotus.

For those joining us on the trip to Woy Woy for lunch on the 24th April, we won't be having a formal convoy there. Apparently, this now constitutes a Motorsport event and we have to pay Motorsport Australia for the privilege, so have a run up with a mate or make your own way there, but if you are thinking of coming make it quick, seats are almost booked out!

Just before I leave you, I had a chuckle over a cartoon I saw recently of the Queen watching Boris Johnson on the TV talking on bringing UK out of the pandemic chaos

Boris "My first priority is to reunite families"

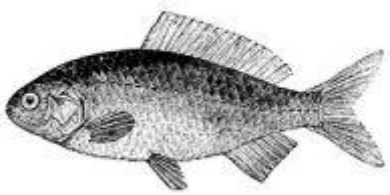
Queen "Good luck with that one!"

Until next month,

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

Fully booked but we are takin a small waiting list

Make your own way there, details to follow booking

A day at the Longford motorama 2021.

On an overcast but pleasant day thousands of people and hundreds of cars flocked to Longford for this year's motorama..
The numbers were limited due to Covid, and it may have been only 1 day instead of the usual 3, but there was enough activity and cars to keep everyone happy.
Some of the more interesting cars were: a Lotus 39 as raced by Jim Clark in the 1966 Tasman series. The car had a Coventry Climax FPF 2,495 cc engine fitted (as raced in the series by Jim). He finished 3rd in the series that year, and the car was subsequently sold to Leo Geoghegan who fitted a Repco
V8 to the chassis.
A Brabham BT 24 was the star of the show, this was the type that Denny Hulme won the 1967 F1 driver's championship in .Not sure of the chassis number as the car was always surrounded by a crowd.
A Westfield/ Lotus 11 owned by Wayne Clark, a Europa S which is for sale by Tullochs auctioneers, my +2 S130, a 7 seven replica, GT Cortina and an Osca Triumph which has been in the front window of the Country club hotel, Longford ever since the car crashed into the pub during a race. The car is restored and has been entered in Targa Taps a few times.
A grand parade of the race cars up and down the main street was another highlight of the day.
A most enjoyable day with various car clubs and local racing identities.

Cheers Ian Godfrey





The ex Jim Clark Lotus 39 brought to Australia for the 1966Tamsan





Brabham BT24 ex Denny Hulme won the 1967 F1 World Championship

Targa High Country Car Rally - put some excitement back into your life!

CLA Members Russell and Diane Waddington share their exciting story

Russell and I decided to get out of our "COVID rut" by packing up our yellow Lotus Exige and heading to Victoria for the Targa High Country Rally. We stopped over at Wangaratta to take a drive-through Covid test. This was an exercise in dexterity for the nurses, but they were up to the challenge and good naturedly dubbed our Lotus " the fanciest car" they had dealt with.

Once cleared we headed to Mansfield where we joined the Targa Tour organised by Simply Sports Car. Here each car, was prepared for the event - installation of "rally safe" meters, and application of decals was done. Navigator's Road Books and complementary Lotus team t-shirts distributed. In town, Targa Officials checked that all basic safety equipment was present and that the car met entry requirements. Signed off with yet another sticker, we were officially ready to go.

Our touring group of five cars, together with a lead car and sweep car, then travelled in convoy up to Mount Buller - executing our first en masse "rapid refueling" strategy on the way. This involved the driver filling up while the navigator waited by the register to quickly pay. Lotus had booked the Whitt Ski Lodge for all the team (touring and competitive) which included rooms plus excellent catering and hospitality. This meant we had the added advantage of spending time together as a whole group each morning and evening. Competition /tour drivers and navigators, as well as the Lotus support team dined, wined and chatted together and were briefed and debriefed throughout the weekend. This built a great atmosphere of camaraderie.

Overnight 100 km gale force winds, rain and fog set in. Our briefing on Targa safety protocols, speed rules etc. was thorough and we were all encouraged to drive to our ability and to maximise safety. Walkie-talkies were distributed and the order of our convoy was set, taking into account skill and experience levels of the group. Being the oldest Lotus (2004 Exige) and least powerful in the group (our car is naturally aspirated) we asked for and took up last position.



Day One, the Simply Sports Car crew swung into action. In pouring rain they torqued all wheel nuts, checked tyre pressure, washed windscreens, allayed fears and offered words of encouragement. As well as finding a nail in a tyre which was replaced in seconds. These guys were a serious asset!! Then it was down to the marshalling area to be breath-tested (0.00 requirement in place) Here all cars lined up together for the first time - What an impressive sight! Adrenaline levels were now rising rapidly but not the fog! Visibility was poor.

But no time to think - we were ushered up, flagged off and our survival instinct kicked in. This first stage was only short - 18 km of twisty mountain road, full of switch backs and tight corners, edged by steep drops to ravines below with little or no Armco. The car in front couldn't be seen. But we were working well as a team and then .....suddenly it was all over. The fog was gone, the car was intact and we were safely at the end of our first Targa stage.

A leisurely drive to a regrouping point - lots of sharing, photo taking and debriefing and we were off again. The same Stage but in reverse. The one constant was the fog and rain that we drove into as we ascended the mountain. Having passed the Finish line we found ourselves isolated from the group and lost in fog. But Lotus team was on the job - determined not to lose a car, even off Stage. They talked us through an alternative route. We finally arrived in time for dinner to a round of cheers from the rest of the team. Dinner, as on each night of the Rally was a wonderful affair - excellent food, lots of laughter, meeting new people, story telling, and swapping of advice.

The next morning brought much better conditions - even the Ferrari's came out to play! 217 kilometres to cover -Four Targa sections, with touring stages in-between, before lunch and then a further four in the afternoon. We had studied the Road Book and noted the numerous hairpin turns, the corners which came with warning Exclamation marks (indicating that inability to negotiate this turn could lead to an "incident"). As we waited our turn to approach the starting line along came Team Lotus bearing water supplies, Chup a Chop sweets and last minute advice.

We were off!! Russell was starting to get a feel for what the car could do and was pushing a little harder and letting the car work it's magic. I have never been more grateful for the road-hugging capacity of the Exige. By now I had given up on the Road Book. I was relying on the TomTom - and quickly developing my own descriptions of the road ahead to keep us on track. The level of concentration required was surprisingly intense. Thank heavens the Targa Stages were short - 16km. We regrouped and switched to Touring mode - actual road speed limits applied for the next 44 kms.

Second Targa Stage for the day was only 8 kms and began with gentle flowing curves and a bit of a climb. Then we hit a winding section. A momentary loss of concentration by both driver and navigator and the car was off-road into gravel, fishtailing and heading dangerously close to a white post - the only thing between us and the edge of the ravine. Fortunately, we got the car under control and back on track.

The Tolmie stage commenced almost immediately. It contained lots of hairpins and a number of curves marked !!CAUTION DROP ON OUTSIDE. We were flagged off and quickly resumed our rhythm. Up the mountain reliance on TomTom was put to the test - now and then in it skipped following the actual road and cut across to reappear on the next straight piece of road. The satellite could not keep up!

Stage four, the Whitfield Stage was another very short run (7.5km) this time mostly descending and uneventful. We completed a rapid refueling routine in Whitfield and headed in convoy to the Pizzinni Winery for lunch (ironic venue given the nature of our activity). It was here as we sat at appropriately spaced tables in the garden and devoured delicious lasagna, salad and fresh fruit that we took a bit of friendly banter about our "escapade off road". Apparently news had traveled fast amongst our group about Russell "being bored with bitumen" and trying a more "agricultural approach".

It was at this stop that I had a chat with some of the marshals on duty. These people are mostly volunteers who come from as far afield as Tasmania, Queensland etc. to ensure that the event proceeds smoothly and safely. They seem to be regulars, a lot of them seniors, and it is largely through their commitment that Targa events are so efficiently run. What's more, they have to endure the weather conditions to ensure we can all race around having fun!

After lunch we retraced our steps through the King Valley, to Powers Lookout, Barwhite and back up to Mount Buller. Throughout the ride I had been very aware of trying to limit my movement on the curves. Those of you who have had the fun of riding in an Exige will know the space limitations. I was continually holding onto the small recessed hand grip on the door to brace myself as we maneuvered hairpins and tight corners. That is, until I succeeded in pulling it out of the door. I soon learned to tightly brace against the gear console and against the door to ensure stability.

Back at the Lodge that evening the Lotus Support crew washed our cars, checked them out for any repairs and prepared them for the next day. As a result, one of the engineers approached us to ask for our keys at 6.30am because they wanted to bleed the brakes before we set out on our final stages - they considered the pedal was soft. The professionalism and hard work of the Lotus support team was outstanding. If you are thinking of doing a Targa event in your Lotus, we highly recommend that you do it through the Simply Sports Car group - whether as a serious race competitor, or a touring participant. The experience was superb.

Over the evening meal, I was interested to hear from the other navigators how they had fared. A number of us had resorted to "the little white lie" at times. As tour participants, we were restricted to a speed limit of 120 km per hour and the Rally Safe meter in your car kept track of your speed at all times, beaming it back to Targa officials and local police. Breaking the speed limit leads to fines and/or eviction from the Rally. When the car hit about 117 km per hour an alert came up so the navigator could advise the driver to pull back the throttle. I admitted in discussion that after our little off road adventure I had used the guise of the Speed monitor to slow Russell down a couple of times when a particularly gnarly corner approached. To my surprise a couple of other navigators admitted they had done the same - the drivers were too intent on driving to divert their eyes from the road so they knew no better at the time.

Day three was the final test - 129 kms of racing stages of which two were approximately 50 kms long. It was exciting, but could we sustain the effort? Early start. In the cars by 6.30. All shiny and clean, freshly bled brakes and a reinstalled hand grip we lined up for the big day. Mt Buller to Eildon by lunchtime and then retracing our steps back to Mansfield for a Targafest event in the afternoon before returning to Mt Buller.

The day turned out to be one of extremes. The touring sections were very scenic and reasonably lengthy so we had our first good look at the countryside. The long Jamieson Stage however was as anticipated, extremely intense. A steep incline for about 8 kms and then nothing but curves to the left and right incessantly for about 40kms. This was really giving the Exige a good work out negotiating the twisty route. What a privilege, being able to have the road closed so that we could race around the mountain roads at speeds that suited the cars so well.

Both stages were negotiated successfully and our reward was a lovely picnic lunch by Lake Eildon. Once again, all the cars parked in formation, tourers and racers - and everyone was fed in a smooth and efficient operation —the organisation of this event was superb. After lunch, we set off, refueled and retraced our way through the long stages back towards Mansfield. Our confidence levels were high and each stage we seemed to go just that little bit faster. Then we reached the outskirts of the town and the next 4 kilometers were probably the most testing of all!

The final stage took us through suburban streets - short bursts of acceleration followed by either ninety-degree left or right turns one after the other. Hay bales were the only thing between us and the crowds watching us go by - exhilarating and "scary" all at the same time. Then it was over. As we drove sedately into the centre of town to park up the cars for the Targafest, we were handed a medallion attesting to the fact that we had officially completed the Targa High Country 2021. It was all over bar the presentations to the Race participants. The Lotus drivers made frequent appearances on the winner's podium doing the team proud.

As a true novice at this type of event at 70 years of age, I was a little taken aback at how exciting and rewarding the whole experience was. I have a great deal more respect for our little Lotus Exige and its potential. I would recommend to anyone who wants to put a bit of spark in their Covid existence and a spring in their step to consider entering a Targa Event. But remember to do it with The Simply Sports Car team and experience the support of people who epitomise professionalism, efficiency and passion in what they do.

If it isn't clear - Russell and I had a ball!

Diane Waddington

An all time great, Formula one commentator, Murray Walker passes away aged 97

Unless I'm very much mistaken…I am very much mistaken!"

Back in the late 70's early 80's, a group of CLA members that used to live in the inner Sydney area would go to one another's houses on rotation to watch the F1 grand prix.. In those days, they were on at all hours of hours during the night so it was not unusual to meet at 2.00am or 3.00am to watch the race. Added to the fact that Lotus was always competitive which made it interesting, but one of the real reasons that we used to watch was to scream at Murray Walker or roar laughing at his gaffs. Sadly, Murray passes away on the 13th of March this year. He was 97

A war veteran and former motorcycle racer and trials champion, Walker's broadcasting career began in 1948 at the Shelsley Walsh Hill Climb, going on to cover a whole range of motorsports, from touring cars to truck racing and rallycross. But it was in Formula One where Walker really came to prominence, becoming the BBC's full-time commentator from 1978. He would only call time on his career after the 2001 United States Grand Prix – with Walker having won the affection of F1 fans the world over in the intervening years, not just for his passionate, excitement-filled commentaries of the sport's most iconic moments, but for his humble manner, and occasional gaffes.



Murray Walker holds up his OBE during an investiture with the Queen at Buckingham Palace in 1996

For 13 years Murray was partnered by former world champion James Hunt, before his death in 1993. The clash of personalities — Walker constantly emotional compared to Hunt's more relaxed approach — won over the public.



Murray Walker in his element

Murray "there a fiery glow coming from the rear of the Ferrari!" James Hunt "No Murray, that's his rear safety light!"

When Hunt died and televised Formula One headed to ITV in 1997, Walker teamed up with Martin Brundle, whom he would work alongside for five seasons before his final race at the United States GP in 2001. Walker once said of his own career: "Lucky is the word. My work has taken me round the world umpteen times to countries I would never otherwise have visited and I have rubbed shoulders with some outstanding people. I have been incredibly, gigantically lucky."

TD

SA Lotus Torque

An occasional contribution from our SA delegate.

Andrew Stevens

March Run



March Run at the Strawberry Farm - Courtesy Andrew Stevens

As I arrived at the Sikh Centre to see the bumper turn-out for the March monthly get together, I was amazed to hear some people commenting that, despite the blue skies and sunshine that I'd experienced making my way from the beach, it was actually raining in the hills. Luckily we managed to dodge any further instances. While the clouds threatened and there were plenty of times we came across recently wetted road surface, it stayed dry for the duration. When you live in the driest state in the driest continent on earth, you learn not to complain about rain, even if it does mean that the Lotus roof needs to go up. Certainly our NSW brethren have had the opposite to worry about.

The staff at the Nairne strawberry farm had been alerted to our pending arrival and were all geared up for us to show off our cars out the front, and had an area set aside for us to chat and eat. Fantastic coffee and the strawberry pancakes were irresistible.

The Bend – 14th June (Interstate Challenge)

After last year's attempt was postponed because of you know what, the Queens Birthday weekend in June sees the Vics back at The Bend for a MSCA sprint on Sunday 13th, and a dedicated Lotus track day on Monday 14th June. The Bend is a fantastic circuit, and the Monday event will be held on the 4.95 km International Circuit with its 18 corner layout.

Should be a great day.

April and May Runs

Our April Run will be held on Easter Sunday just after contributions close for this month's CC deadline, so news on that next month. Our May gathering will kick off at 9:00am on May 2nd at the Sikh Centre (bottom of the SE Freeway. It's the same day as the MSCA-SA 6 hour regularity relay, so we might take a spin out there for a look after morning tea.

Cheers and Safe Driving

Andrew Stevens
0448 456 605

Round Wrap: CSCA 2021 Round 1

A Fresh Start article and photos By Seth Reinhardt

Club Lotus Australia had the honour of hosting round one of the 2021 CSCA at Wakefield Park on Sunday the 28th of March, 2021. After 2020 threw us into a spin and comprehensively curtailed our CSCA series from seven to only four rounds in 2020, we were thrilled to reset and kick off a fresh season of motorsport.

After a torrential rain event the previous weekend left Sydney dealing with flooding and rain damage, Sunday dawned cool, crisp and clear in Goulburn, warming up to produce a very pleasant day and a very fast circuit. 25 Club Lotus Australia drivers set a time, making up a third of the entry and 70% of the top ten once the final chequered flag went out.

We were very pleased to welcome eight new Club Lotus members who ran with the CSCA for the first time on the day. Anthony Schinkell, Chris Daniells, Louis Chan, Mike Moore, Andrew Dovey, Tina Cho, Derrick Cho and John Rutherford all enjoyed their first run with the CSCA and we look forward to seeing them at more events in the future.

Whilst the CLA Motorsport Committee faced some new challenges with the recent compliance changes related to COVID-19, the day ran very smoothly thanks to our event secretary David Mackie, who oversaw the events of the day. All drivers had the opportunity to drive six sessions throughout the day and overall driver behaviour was excellent with few recoveries during the event. We did have 26 keen competitors speeding up too early out of the dummy grid in the earlier sessions, the excitement of being back on circuit resulting in warnings and in some cases penalties to drivers.

The fastest time of the day went to Stephen Hooker in the superbike-engined 1997 Jedi Mk. 4 single seater. He pushed the little racing car to a 1:04.17,

Martin Duursma was the quickest Club Lotus Australia driver just a few tenths behind Hooker on a 1:04.56. Tim Mackie went third quickest in his supercharged 1997 Elise, circumnavigating the circuit in 1:05.28 and to finish first in R1 from a field of 15 class competitors. The top four CLA drivers on the day were within a second of each other, with 2020 CSCA Driver Champion Richard Wodhams setting a personal best on the day by piloting his Elise to a 1:05.47.

Louis Chan was our next quickest driver, lapping Wakefield in 1:06.65 in the 2018 Lotus 350 Sports for fifth overall and second M3. We were happy to see Mike Moore from Lotus Club Victoria in his well-prepared 1998 Lotus Elise S1 coming in 6th position on a 1.07.33. Colin Rudd had a great run to set the fastest M2 time on a 1:07.45 in his lovely 2018 Elise. He managed to pull a few tenths out on the hotly-contested last few spots in the top 10, with MG Car Club Newcastle driver Paul Nudd, Mark Meletopoulo and Gino Valdes separated by just a few hundredths by the end of the day, all running 1:07.7s.

M2 drivers Christopher Daniell and Liam Sheppard were closely matched, finishing on a 1:08.38 and 1:08.50. Brothers Peter and John Deller muscled their Commodore around Wakefield in very similar times as well, with Peter setting a 1:08.64 and John a 1:08.96. Len Goodwin is back on top pace and finished the day just behind them, setting a 1:09.05 to be quickest CD1 in the stunning little Elan 26R.



Nine cars set 1:10s, with Steve Madden and Chris Pearse getting things going by finishing just a few thousanths of a second apart on 1:10.1838 and 1:10.1895. Graham Allen went fourth M2 on a 1:10.49, Paul Tilse in the Cayman GT4 second M3 on a 1:10.54, and Andrew Dovey from Lotus Club Victoria on a

1:10.95.



Craig Sheppard managed to borrow his Exige Cup 240 back from son Liam to set a 1:11.16, just sneaking ahead of Melanie Valdes who is continuing her march up the timesheets - 1:11.88 on the weekend for fourth P2. Unfortunately Mel lost her PB to an overenthusiastic entry onto the track, resulting in a speeding pitlane penalty which saw her session times deleted! She also shared how incredibly grateful she was that Tim Mackie shared his last few litres of petrol, allowing her to run the last session of the day.

Terry Waugh piloted the magic Renault Sport Spider to a 1:12.10 to finish seventh in the varied R1 category. Next up was our fearless president Ashton Roskill, who looked like he was having a lot of fun hassling cars several decades younger and many decibels quieter than his Elite. He ran a 1:14.19 to go quickest in AB1.

A few tenths slower, Anthony Schinkel had a good run in his BMW M135i on a 1:14.54, as did Derrick Cho who made good use of his 2002 Honda Civic's nimble handling to set a 1:15.64 securing third in M1.

We were very pleased to welcome Tina Cho for her first run with the club, being new to track events it was only her second time on the circuit after a recent track school day. She drove her 2016 Subaru WRX to a 1:20.85 after continually improving throughout the day. James Kinghorn in his 2002 Nissan Pulsar and John Rutherford in the '92 Civic completed our excellent Club Lotus Australia representation at the sprint, on a 1:24.59 and 1:29.64 respectively.

The Lotus CSCA rounds are run 100% by CLA volunteers, and we would like to extend a huge 'THANK YOU!' to everyone who contributed to a successful and enjoyable season opener. Many volunteers, including Mike Basquil, Tom Devitt, David Mackie, Keith Edwards, John Culvenor, Brett Stevens, Leigh Fuller and Dru Lydon, took time out of their weekend to contribute as officials, grid/flag marshals and other roles around the circuit. Your efforts are greatly appreciated. We simply would not have a club-hosted grassroots motorsport events with you!

Thank you to Wakefield Park Raceway for hosting, together with their helpful staff who ensured safety measures were met, and of course to all of the drivers who supported the event and friends who came out to enjoy the community and support their mates.

The MG Car Club Sydney is set to host round two of the series at Pheasant Wood Circuit in just over a week on Sunday the 18th of April. Entry is open now, so check out the details, and go give Pheasant Wood a run and support the series.

Seth

The CoC issued an early reminder to cars caught exceeding the speed limit on pit exit , but apart from that the only other excitement occurred early afternoon when a chap with a dog on a lead crossed pit lane and went to the cement track barrier to watch the competitors. When the pit marshall told him that animals and small children were not permitted in pit lane he became very upset. This necessitated our Clerk of Course to go down and have a word with him about moving back into the public area. Whilst he was gone, a competitor came into the control tower and asked to see him. Dave Mackie with a grin on his face, said "I never thought I would get the opportunity to say this……but he has gone to see a man about a dog!!"



Tom

35 years ago this month, Ayrton Senna scored one of his closest victories in his Lotus 98T



On the 13th April 1986 (35 years ago), the Spanish grand Prix was held at Jerez circuit for the first time since 1981. One month earlier, Frank Williams was at Paul Rikard circuit for the final testing of his new car, the FW11 and both his drivers Nigel Mansell and Nelson Piquet were doing some very impressive times. Satisfied with their performance, Frank set off to Cannes with his PR Coordinator Peter Windsor as passenger. Before they had been on the road for 15 minutes Frank lost control of the car, which dived nose first into a field below the road and finally landed in its roof. Williams was trapped and when he was finally rescued was found so badly injured that he was a quadriplegic for the rest of his life.

Now, back to Spain on the eve of the GP, whilst the new Williams was fast, the fastest gadget at the circuit was the Lotus 98T of Ayrton Senna, but with high fuel consumption of the car, he would just make it to the finish line if he were careful. Deep in thought before the beginning of the race Ayrton kept going over his race strategy. Rule One, get pole position, Rule Two. find the quickest/shortest way around the circuit. On the first day of practice he did an uncatchable1minute 21.605 and even near the end of final practice his closest car to him was 0.8 second behind him. The teams were quickly realising one thing, Jerez, when it was hot, was a slow circuit and Senna recognised that his magical and unbeatable time was a one-off piece of luck on a cold circuit. What he really needed was to go out and better the best of the 'slow' times So deep in thought was he as he sat in his car, that team manager Peter Warr thought he was asleep. With 10 minutes of the final practice session left, he got Peter Warr's attention and said "Right I'll go out again now" Warr replied "What for, …there is no point" Ayrton replied "Ah, but I have just been going around the lap in my head…I have worked out what I did last time and where I can save a few tenths". Peter asked Gerard Ducarouge what he thought and he said, "if the guy wants to go out he should but forget about the time". The fastest of Senna's competitors on the day was Prost with a 1 minute 22.886 sec., so Senna needed to better that to convince himself he was still the fastest driver on the circuit. They let him go out and he came in with a time of 1.21.924, slower than his pole but still the fastest driver in the circuit. This meant he entered the race knowing he was the quickest but that he could only use the spectacular performance of the car spasmodically. At race start, as expected, Senna grabbed the lead from Piquet, Mansell and Rosberg. The early stages saw a battle between Piquet, Rosberg, Prost and Mansell. By lap 10 Mansell was second and chasing Senna and on lap 39 Nigel squeezed past Ayrton to take the lead. He then sprinted away to a 4-second lead. However, this cavalier attitude on the tight Spanish circuit was having an effect on his tyres and with 10 laps to go, Ayrton was on Nigel's tailpipes with Prost, one back waiting to pounce. It was clear that Ayrton was driving with his brain and Nigel with his right foot! Then Piquet retired with engine failure to take him out of contention. At the hairpin, both Senna and Prost dived under Nigel and the Williams team quickly concluded the Mansell tyres were not going to hold out to get him a place. 20 seconds later Mansell was into the pits and back out with fresh tyre and was driving like he was on fire. He was now lapping the circuit 4 seconds faster than Ayrton and was clearly in with a chance. Momentarily balked passing Prost, Nigel stated the last lap 1.5 seconds behind Ayrton, and with his vastly superior grip he was a shoe-in for a victory. But using the twisty nature of the circuit to balk Mansell at every turn they roared across the finish line side by side. Well almost, Ayrton was 0.014 seconds ahead. This was the closest finish to a Grand Prix since Peter Gethin beat Ronnie Petersen at the 1972 Italian Grand Prix by 0.010 secs.



TD

JBXE Racing and Lotus Engineering join forces in Extreme E Technical Partnership



JBXE Racing is delighted to announce Lotus Engineering as the latest addition to its family of partners. The world-renowned British engineering consultancy, part of Group Lotus, joins as Technical Partner, supporting Jenson Button's Extreme E team in this radical new electric off-roading series.

Highly respected for its dedication to cutting-edge technologies and motor racing pedigree, Lotus Engineering is internationally recognised for driving innovation in the automotive industry and beyond. JBXE Racing looks forward to working together with Lotus Engineering to promote electrification and highlight the importance of sustainable solutions to help protect and preserve the planet.

JBXE Racing team founder and 2009 FIA Formula 1 Drivers' World Champion, Jenson Button, and multiple Scandinavian Touring Car race-winner, Mikaela Åhlin-Kottulinsky, are preparing to compete in the opening race of the 2021 Extreme E Championship later this week – the Desert X Prix takes place from 03 – 04 April in AlUla, Saudi Arabia.

Jenson Button said: "Lotus is a great British brand that is inextricably linked to motorsport, so we are delighted to welcome Lotus Engineering to JBXE. Extreme E is a unique and exciting formula, full of "world firsts" and challenges, and to announce that a brand such as Lotus Engineering is coming on this journey with us is a proud moment for myself and the team. We are very excited about our new technical partnership and can't wait to show what we can do in the first race this weekend."



Matt Windle, Managing Director, Lotus Cars, commented: "We are on the cusp of an exciting new era of electrified motorsport, and we're delighted to support the JBXE team as Technical Partner. The complex technicalities of EV racing present a fascinating challenge, and using our learnings from more than a decade of electrifying sports cars – most recently with the Lotus Evija hypercar – we can bring valuable knowledge to the team."

He added: "As the consultancy arm of our business, Lotus Engineering is growing from strength to strength with multiple major projects underway and a new home at the Lotus Advanced Technical Centre in Warwickshire. Supporting the JBXE team is another valuable demonstration of Lotus Engineering's wide portfolio of interests – in this case, electrified motorsport. We look forward to sharing the journey together and experiencing the next phase of electric racing with an equally admirable sustainability agenda."

Alejandro Agag, Founder and CEO of Extreme E said: "It's fantastic that Lotus Engineering is entering Extreme E alongside Jenson Button's JBXE team. The long-term success of our series relies on bringing in top automotive manufacturers to utilise our extreme racing platform as a testbed for accelerating electric mobility innovation for the wider industry. Lotus Engineering brings a wealth of experience in electrification and will no doubt prove a huge asset to the JBXE team. Welcome to the Extreme E family Lotus!"



Jenson Button JBXE



Mikaela Ahlin-Kottulinsky JBXE

Johnny Dumfries, Ayrton Senna's co driver for the 1986 F1 Grand prix series has died at the age of 62 of a cancer related illness.



Johnny Dumfries, Ayrton Senna's co driver for the 1986 F1 Grand prix series has died at the age of 62 of a cancer related illness.

John Colum Crichton-Stuart seventh Marquis of Brut and Earl of Dumfries was a Scottish peer, born on the 26th April 1958 and a descendant of Robert the Bruce. Never one to push his wealth or title, when he left school he went to work as a driver for Frank Williams. He even disguised his name so as not to be recognised, mostly as Johnny Dumfries and sometimes as John Brut. He scrimped and saved, as a painter decorator in South London and eventually had enough money to get into Formula Ford. It was however in Formula 3 that he began to be noticed. He dominated the series winning the British, and in Europe finished runner up to Ivan Capelli.



In 1986, Lotus were looking for a second driver after the departure of Elio De Angelis the previous year. Ayrton Senna vetoed Derek Warwick who he thought too much of a challenge. Additionally, British tobacco, sponsors of the team, wanted a British driver, so Johnny's F3 and F 3000 experience led Peter Warr to offer him a position in the Lotus F1 team. Whilst it was an opportunity of a lifetime, it unfortunately didn't work out that way. In an interview many years later he admits being a bit intimidated with the newly elevated position. He started 15 races and his best finish was 5th in Hungary. In truth, he recognised that he was a very humble second driver and did not hold any clout. To make life easier on the team, he often erred on the side of caution in races so as not to damage his car. At



A Lotus press conference Peter Warr, Lotus Team Manager, Ayrton Senna, and team mate Johnny Dumfries

the end of the season, Lotus did not have much faith in him and were almost completing negotiations with Honda for a new engine to replace Renault. Part of the deal was to give the Japanese diver Satoru Nakajima a seat as second to Senna. They now had American Tobacco as sponsors so the British element was no longer important. Sadly, the Japanese driver was no great improvement on Dumfries. Satoru scored 7 points in the 1987 series, 1 point in the 1998 series and 3 in the 1989 world Championship.



Jaguar XJR-9LM Jan Lammers, Johnny Dumfries, Andy Wallace win Le Mans in the Walkinshaw team Jaguars

Dumfries did have a brief period if fame when he switched to racing at Le Mans. Whilst he had a DNF in the 1987, race he won the 1988 Le Mans driving a Jaguar for Tom Walkinshaw's Silk Cut team with co drivers Jan Lammers and Andy Wallace

In 1988 he virtually retired from Motor Racing to manage the families huge estates which were said to have a value is £123 million in 2008.



Johnny's little country cottage. Mount Stuart House, Isle of Bute west view

Classic Team Lotus complete build on zero miles Type 81 F1 car

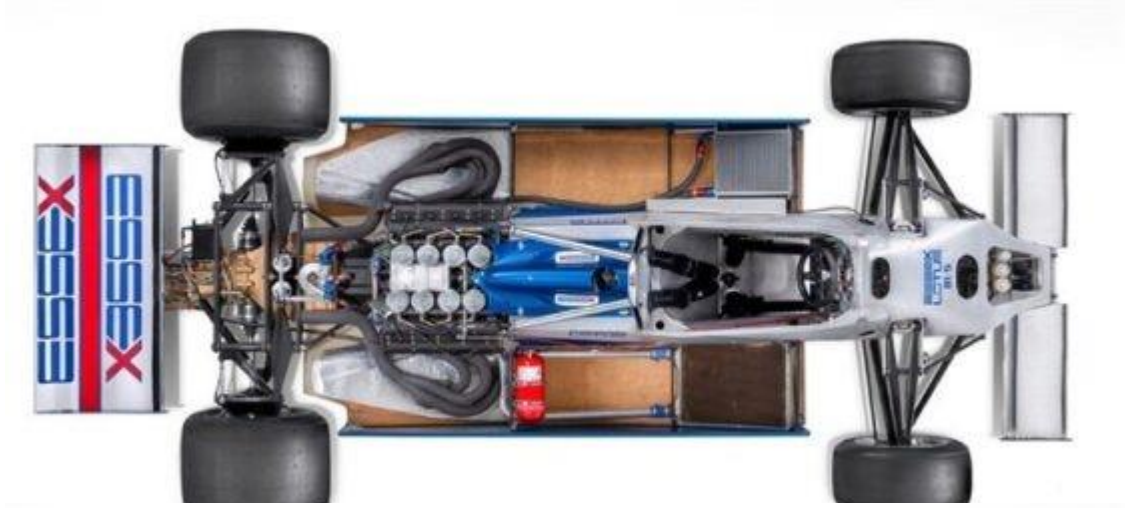
In 1980 Team Lotus began construction of a Lotus type 81, as raced by Mario Andretti, Elio De Angelis and Nigel Mansell. In 2020 Classic Team Lotus completed the task.

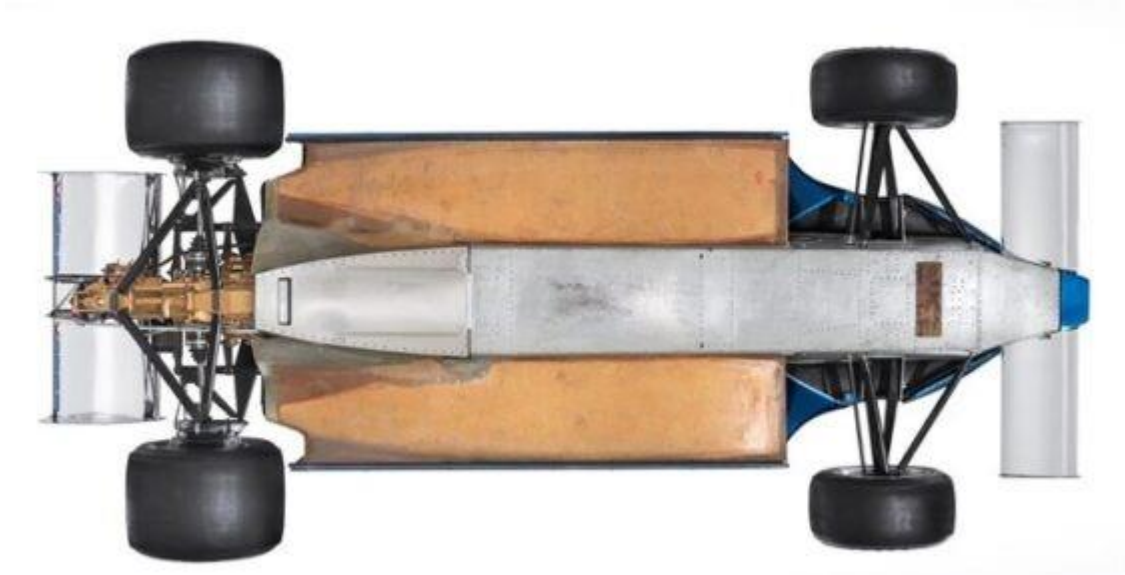
The Lotus type 81 chassis number 5 was intended to be the sixth car of that type. The monocoque was constructed, the chassis plate affixed and components manufactured. However, the project was overtaken by the Team Lotus development of the first ever carbon composite monocoque, the success of which led to aluminium chassis becoming obsolete.

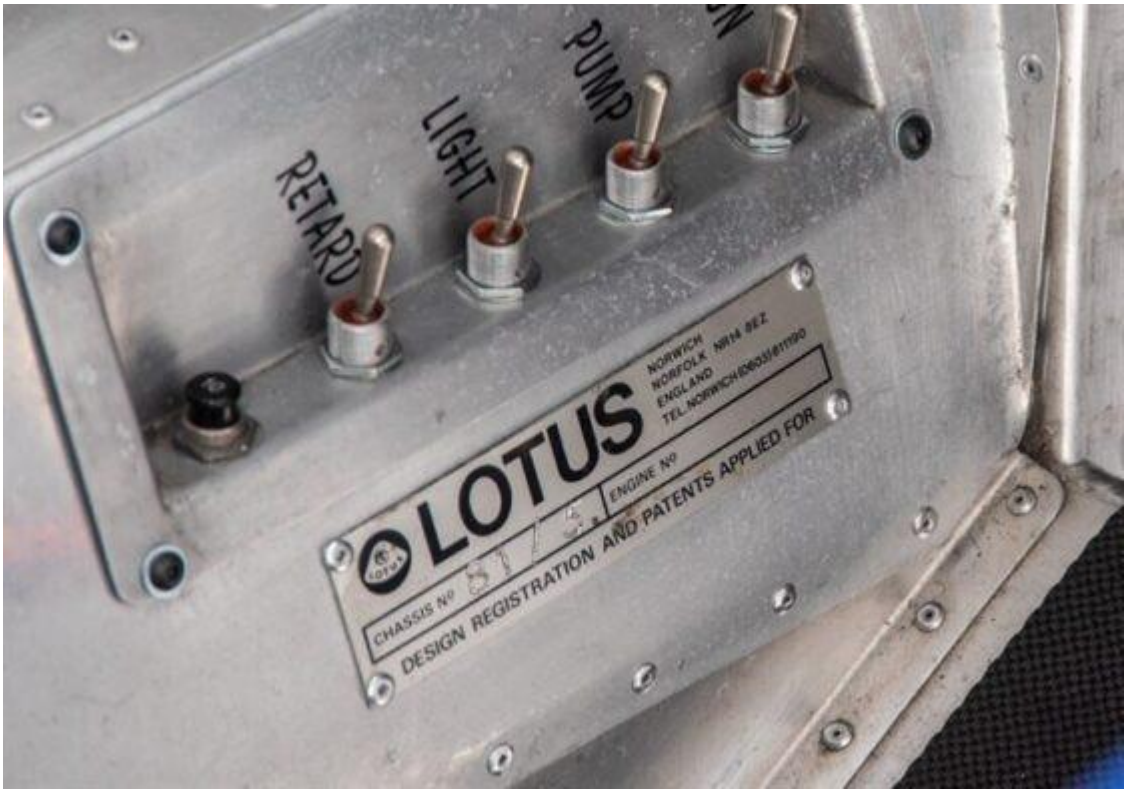
Although to the 'B' specification design – which featured a longer wheelbase – the chassis plate was stamped simply as 81/5 and was recorded as such by Team Lotus archivist Andrew Ferguson.

Together with a period DFV, gearbox, rear wing, wheels and suspension components, Classic Team Lotus has always had an









eye on commissioning the car, which had sat in the stores since 1980.

Team Manager Chris Dinnage identified the opportunity to find time in the Raceshop at Hethel to build up the car, in between the core business of providing its historic motorsports service to owners, Worldwide.

Lead mechanic Tim Gardner had the initial task of sifting through the parts to realise the correct 'B' specification. Meanwhile Composite Technician Nick Yallop worked on the bodywork, which was somewhat ironic as he was part of the team back in 1980 which realised the first Carbon composite monocoque, thereby leading to 81/5 not being completed, at the time.

81/5 is resplendent in its 1980 livery of Essex Petroleum, which created such a stir at the time, with wall to wall advertising at Grand Prix – especially Monaco – and extravagant promotional parties, including at the Royal Albert Hall.

On track the Lotus type 81 realised numerous podium finishes, but never quite made it to the top step. Closest was the 1980 Monaco Grand prix, where Team Lotus came within a whisker of a landmark 1-2 finish, only to be thwarted by the extreme good fortune of a competitor bump-starting their car after a spin on the last lap.

So, 40 years on, 81/5 is ready to take to the track. A zero miles 1980 Lotus Formula One car. It is a shame that Andretti, de Angelis and Mansell did not get to drive her, but 81/5 is a Lotus F1 car with a special history for another reason.

Article reproduced with thanks from **Classic Team Lotus**



Completed on a very wet weekend

The Lotus E-R9: next-generation EV endurance racer showcases innovation in powertrains and aerodynamics

Lotus has unveiled the E-R9, a dramatic new design study for a next-generation pure electric endurance racer that could be on the starting grid of circuits around the world for the 2030 season.



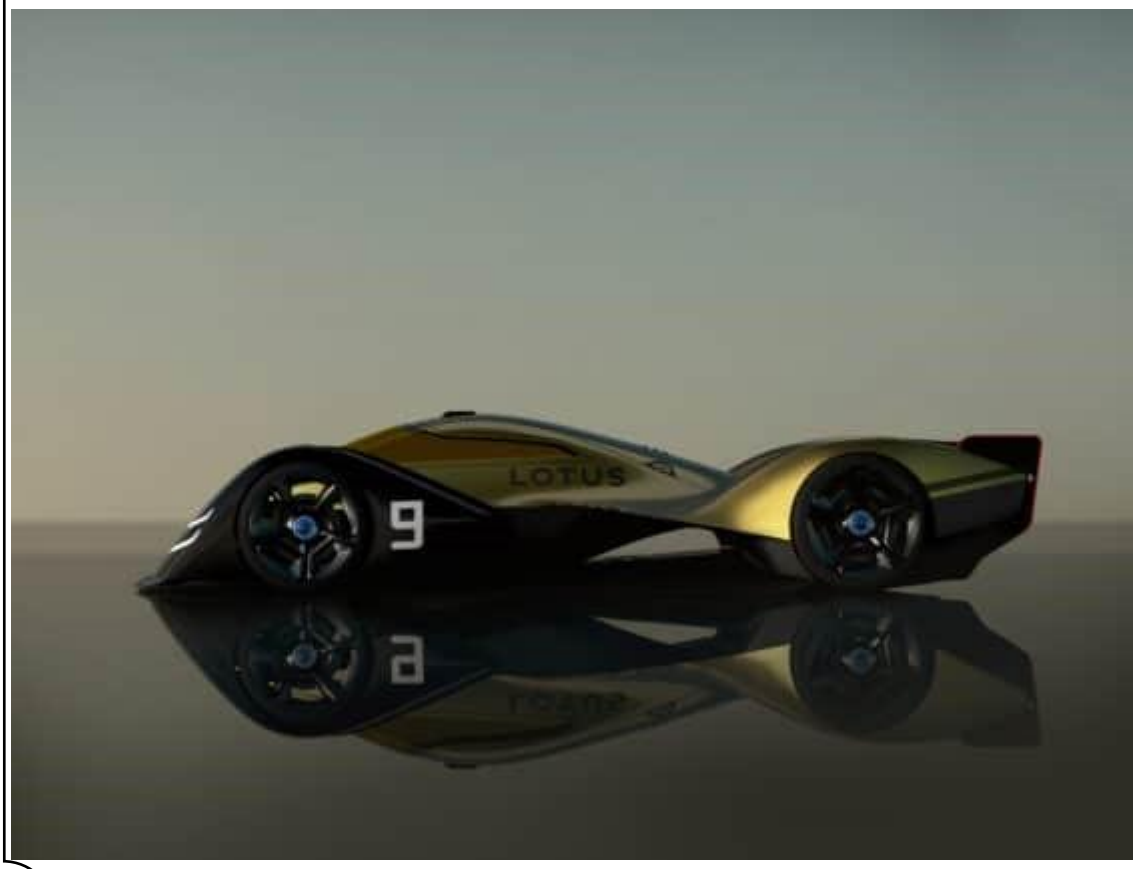
Design study reveals electric race car for 2030

E-R9 is "partly driven like a car and partly flown like a fighter jet" – Richard Hill, chief aerodynamicist, Lotus

Active aero package includes 'morphing' body panels and aerodynamic control surfaces

EV powertrain with torque-vectoring from Lotus Evija further developed to be driver-adaptable on the move

Name, year and colour scheme all carefully chosen in tribute to Lotus' racing heritage



Finished in striking black and gold – a clear nod to Lotus' pioneering motorsport heritage that led to 13 Formula 1 championship titles – the EV features a sleek fighter jet-style canopy centrally mounted in a delta-wing upper body. Innovations include advanced active aerodynamics with 'morphing' body panels and vertically mounted control surfaces to assist with high-speed cornering.

The E-R9 has been developed by Lotus Engineering, the globally renowned consultancy division of the business which delivers pro-

jects for external clients. The car has been created as a technology showcase of its philosophy, capability and innovative spirit in the fields of advanced electrified powertrains and aerodynamics.



E-R stands for Endurance Racer, while 9 is the car's competition number carefully chosen in tribute to Lotus' racing past. It was in a Lotus Mark IX that the race team made its debut appearance at the Le Mans 24 Hours, with company founder Colin Chapman among the drivers competing. The year was 1955, meaning the E-R9 race car concept – if raced in 2030 – would be in celebration of the Mark IX's 75th anniversary.

The E-R9 was developed by the engineering team of Richard Hill, chief aerodynamicist at Lotus, and Louis Kerr, principal platform engineer on the Lotus Evija pure electric hyper car as well as technical director, GT, Geely Group Motorsports International. Visually it was brought to life by the Lotus Design team, led by Russell Carr, Design Director for Lotus.

Richard Hill commented: "What we've tried to do is to push the boundaries of where we are technically today and extrapolate into the future. The Lotus E-R9 incorporates technologies which we fully expect to develop and be practical. Lotus has an amazing history of developing unique solutions, and we've done it many times in motorsport and with our road cars."

Chief among the car's aero innovations are its 'morphing' body panels. Located across the delta-wing profile, this adaptability – where active surfaces can change their shape and attitude to the air flow either at the press of a button by the driver or automatically according to performance sensor inputs – would deliver minimum drag on the straights and maximum downforce in the corners. Vertical control surfaces at the rear would generate aerodynamic forces to help the car change direction, without the limitations of grip at the tyre contact patch. The result is a racer that's partly driven like a car and partly flown like a fighter jet.

The Lotus E-R9 features an advanced electric drivetrain powering each wheel independently, a system enhanced with torque-vectoring. It builds on technology already integrated on the Lotus Evija pure electric hypercar, though for the E-R9 would be fully adjustable by the driver on the move.

Louis Kerr commented: "Battery energy density and power density are developing significantly year on year. Before 2030, we'll have mixed cell chemistry batteries that give the best of both worlds, as well as the ability to 'hot-swap' batteries during pit stops."

Further details and more images of the Lotus E-R9 can be found in the March issue of *Evo* magazine. On sale from today, it includes a 32-page supplement dedicated to the past, present and exciting future stories of the Lotus Engineering consultancy.

From the pioneering work of Colin Chapman in the early 1950s, via countless projects which the team has worked on in the decades since – some never revealed before – it's a fascinating glimpse into a business which has done more than most to shape the automotive industry today.

For more on the exciting future of Lotus Engineering, read this post on the **US LOT Blog** by Dan Burge, Commercial Director of the business.

Lotus PLC

Answer to last months "Now who Said That?"



Last months quote was

"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!"



Dave Walker

The answer was Australian Dave Walker. Walker, after a very successful F3 period, got his Formula One debut at the 1971 Dutch Grand Prix to drive the Lotus 56B, powered by a Pratt & Whitney turbine engine. During the rain-affected race, Walker used the turbine car's advantages of four wheel drive and superior torque to rise from his starting position of 22nd to 10th place within five laps, but eventually spun off into retirement. He was given a full-time Formula One seat to drive the Lotus 72 in the 1972 season, as number two driver to Emerson Fittipaldi. But, as the season went on, both Walker and the team became increasingly disenchanted.

A very close result again, this time with Marc Schagen the winner. Marc wrote "The answer to the question would be Dave Walker. I didn't need to go looking for his name. I remember speaking to him over the phone years ago when trying to get him to come to Sydney for our 50th celebration in 1998."

Marc was closely followed by Alan Pate, Anne Blackwood and Evan Jones, all with the correct answer.

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'm ready to stop my start watch!"

And remember, the quoted person is mentioned somewhere in this newsletter and no clues this month because its too easy!!

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
Apr-21	Sunday, 11 April 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 18 April 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, 18 April 2021	CSCA Round 2 MGCC	8.00am	Phesants Wood
	Saturday, 24 April 2021	Woy Woy Fish Wharf Lunch	11.30zm	Woy Woy Wharf
May-21	Saturday, 8 May 2021	CSCA Round 3 SCCA **NIGHT MEETING**	4.00pm	SMP South
	Sunday, 9 May 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Friday, 14 May 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Cooma
	Saturday, 15 May 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Bathursd
	Sunday, 16 May 2021	CLA, NSW Escape weekend holiday	8.30am	O'Night Tenterfield
	Monday, 17 May 2021	CLA, NSW Escape weekend holiday	8.30am	Home
	Sunday, 16 May 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jun-21	Saturday, 12 June 2021	HSRCA Sydney Classic (Sat and Sun)	8.00am	SMS Park
	Sunday, 13 June 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 20 June 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jul-21	Sunday, 11 July 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 17 July 2021	CSCA Round 4 MGCC Newcastle	8.00am	Pheasants Wood
	Sunday, 18 July 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, 8 August 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
Aug-21	Saturday, 14 August 2021	CSCA Round 5 MOCA	8.00am	SMP Gardner
	Sunday, 15 August 2021	Shannons Autofest	8.00am	SMP
	Sunday, 15 August 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, 28 August 2021	Sat 7 Sun HSRCA Spring Festival	8.00am	Wakefield Park
Sep-21	Sunday, 12 September 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 18 September 2021	CSCA Round 6 TSOA	8.00am	Wakefied Park
	Sunday, 19 September 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-21	Sunday, 10 October 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 16 October 2021	Lunch NSW Rail Museum Thirlmere	11.30am	Steam train ride followed by lunch
	Sunday, 17 October 2021	All British at Kings	9.00am	The Kings School Parramatta
	Sunday, 17 October 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, 31 October 2021	CSCA Round7 JDCofA	8.00am	SMP North
Nov-21	Sunday, 14 November 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 21 November 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, 27 November 2021	Sat & Sun HSRCA Summer Festivl	8.00am	SMP
Dec-21	Sunday, 12 December 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 19 December 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

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
Club sprint 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

Wanted

A front windscreen in good nick for my Europa. They used the same screen in all Europa models, so I am hoping there might be one for sale somewhere not too far away.

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





