MAY 2021



Chunky's Chatter

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



Inside this issue

- Andrew Stevens takes on a SSC Bathurst track weekend.
- NSW Team have a successful day at the Pheasants Wood CSCA event.
- Reports from Collingrove and Mallala circuit days.

Club Lotus Australia
May 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.

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Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO The very pretty Europa's of Tony Jenkins and James Lee at Woy Woy for our recent CLA Lunch

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
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

CLA Tasmania Contact: Robert Verhey robertverhey@yahoo.com.au

CLA WA Contact: Lena Rossides 0402 291 838
CLWA.coordinator@gmail.com LenaRossides1@gmail.com

CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

Lotus Club Queensland meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

Club Lotus Australia Committee

President: Ashton Roskill 0408 202 208, president@clublotus.com.au

Vice-President: Anne Blackwood 0413 22 11 23 , anne_blackwood@hotmail.com

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

Secretary and Public Officer : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au , motorsport@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Rob Costa (02) 9597 1470, ricosta@southhouse.com.au

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

CLA Website: Seth Reinhardt seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES@transport.nsw.gov.au , 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@bigpond.net.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au **Sevens & Sedans:**

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents Prattle
With Ashton Roskill



Ok, so it's only time, but it does seem to have wings at the moment.

May is here already, and with it a few new ideas for things to do….

In case you've not yet read the minutes from the April Committee meeting, we thought, with the easing of Covid restrictions, that we'd try to resurrect an occasional Shed Tour itinerary.

So, leading with my chin, I'm opening up my chaotic shed for an evening of eating pizza, chatting with friends, and laughing at the latest mistake that Ashton has made.

Date: Tuesday 11th May

Location: My garage - full details in the private members area of the website, or if you can't get it there, text me on 0478478796 and I'll send you the details.

Cars present: Hopefully the Elise, Elan and Elite, with the Landy standing by

Please mind your head. Or make sure you bring your own hard hat and steel toe capped boots to comply with the nanny state OSE regulations.

We're thinking that for June we'll go to Peter Walker's place, so if you haven't been before, keep the hard hat and boots handy.

And if there are any members who would be willing to host an evening mid month, please let me know and we'll start to build out the calendar.

We've also started the planning for our replacement for the cancelled February trip to Tasmania, which is a three or four day jaunt around some of the best that NSW has to offer; plan is for it to be as flexible as possible, with a common meeting point each evening to break bread. Roughly, we'll be going from Sydney to Bathurst (long or shorter way), Bathurst to Tamworth, then Tamworth to Sydney (either in one hit, or stopping overnight in Newcastle or Singleton). We're currently getting accommodation and dinner options organised, and then will open up to an EOI. If there are more than 25 cars interested, we'll have a nice problem to solve!

In other areas of interest and involvement, those involved in all things Targa will be more than aware that this year's Targa Tasmania was a sobering event; three competitors died in two separate accidents, including people well known to members of this club. It undoubtedly had a dramatic effect on those present for the event, and for those watching from afar, it was very troubling. I'm sure there will be lots to learn, and the organisers will doubtless have a long list of things to consider, but I do hope it doesn't result in the brilliant concept of tarmac rallying getting curtailed; that would be a terrible shame. As someone rightly pointed out shortly afterwards, motorsport is inherently dangerous, and we take part (or not) by choice. And unfortunately the bad news overshadowed the great results achieved by many of this club, so well done to you all, and thank you once again to Simply Sports Cars for providing the support and for organising another fantastic Tour event.

And on the subject of rallying, Gidget the Austin Healey has gone in for the remedial works required to prepare for the Perth to Sydney Marathon taking place in late October - essentially sorting out the poor choice of rear springs, rewelding the chassis where the pigeon's poo'd on it in Russia and Poland, and getting the electrics relaid (relayed, geddit?) so they are easier to get to - currently you have to adopt the Lotus position to get to them on the rear of the bulkhead under the dash. It continues to surprise me that, inspite of all that we put her through on P2P, she is really in astonishingly good form still. Well, apart from a flat battery yesterday morning.

Next Saturday we have a CSCA first, with the third round being held under lights on the South circuit. There are still a few places left so if your Saturday evening is not booked, come along on 8th May from 5.30pm until you get bored. Join through the Motorsport Australia website and the full details are here: https://spriteclub.com/wp-content/uploads/2021/04/Supplementary-Regulations-CSCA-Round-3-1.pdf

Don't forget Tyre Kicks in both Carrs Park next weekend, and at Kokoda Cafe the following Sunday, and I look forward to seeing you out and about somewhere soon.

In the meantime, keep safe, upright and (mostly) on the blackstuff,

Pip pip

Ashton

From the Editor

Tom Devitt



Well, the tributes flowed in for Murray Walker last month and as one letter to Motor Sport magazine put it, his Start Watch has finally stopped.

Great to see a lot of local content returning for this month with a couple stories from SA and Andrew Stevens and lots of hints as to how to get serious in your Lotus on the track. In NSW we see an active return to 'shed nights' being kicked off by Ashton and our first 'Drive-n-dine' for the year with a trip up to Woy Woy and fabulous seafood at the Fisherman's Wharf restaurant.

Back around this time in 1961 (60 years ago) a station wagon towing a trailed pulled into the Indianapolis speedway. On its trailer was a tiny green car with two white stripes down the nose. I belonged to the current world champion, Jack Brabham. Jack, irrespective of his title still had to take his Rookie Test. His first flying lap was about 130mph when it should have been 100! Harlan Fengler was the man in charge of the race , was in apoplexy and called Jack in with steam coming out of his ears. "don't you realise" he screamed "this is **THE Indianapolis Motor Speedway?**!!!!" "What's the problem?" Jack said. "It's only four left-hand corners"'. Apparently Fengler's face when he said that was something to behold!!.

The British Cooper powered by a Coventry Climax engine. Dubbed the "British Invasion," would be the first notable post-war appearance of a rear-engined car, and within five years the rear-engined revolution would take over the Speedway. The venerable front-engined roadsters with their larger and more powerful engines were much faster down the long straights, but the superior handling of Brabham's Cooper in the corners kept his car competitive. For the race, Brabham qualified 17th at 145.144 mph



Jack, in his Cooper for the 1961 Indianapolis race

and drove the car to a respectable 9th-place finish, completing all 200 laps. He had planned to run conservatively and make only two pit stops, but tyre wear and fuel consumption forced him to make a 3rd stop, negating his strategy. Had he driven more aggressively with three pit stops, he might have been much closer to the lead at the finish.

That's about all for now, apologies I am a bit late this month but I have been holed up in a hospital bed foe a few days recently and only just got out.

See you in June

Tom

LOTUS PHOTOS: APRIL 2021 TYRE KICK & COFFEE AT KOKODA CAFE



Great roll up for out April Drive-n-dine at the woy woy fisherman's wharf restaurant



Tasmania's Sandy Bay unique car meet

thanks to Robert Verhey for the photos

Some photos of Aprils monthly get-together at Sandy Bay. Lotus a bit thin on the ground (in fact mine was the only one) but a PRB Clubman and perfect Red Lotus Cortina tribute







WRAPPING UP CSCA 2021 ROUND TWO: PHEASANT WOOD CIRCUIT



Round two of the 2021 CSCA series, held on Sunday the 18th of April, saw us once again make the road trip south out of Sydney, stopping a little short of our usual destination in Goulburn for our second visit to the Pheasant Wood Circuit in Marulan. This round of the series was very kindly hosted by the MG Car Club Sydney.

While we've been enjoying lovely cool and fine weather since La Niña made its departure a few weeks ago, the day dawned extremely foggy. This made the early morning runs a little exciting, but soon lifted and conditions cleared to be all-but perfect for motor sport.

Pheasant Wood Circuit is the smallest of the three venues we regularly visit, and the turnout reflected that with a relaxed 43 drivers setting times during the day. Stephen Hooker went quickest once again, his little Jedi Mk. 4 very well suited to the tight, twisty and short circuit and helping him run away from the pack by more than six seconds on a 53.44.

Fourteen Club Lotus Australia competitors ran, making a great effort to all-but lock out the top ten and mostly occupy the same second of track time. We were very pleased to be joined by two new drivers in Hubert Chau and Lachlan Klumper, as well as Tina Cho and John Rutherford, who went out for their sophomore run after competing with us for the first time at Wakefield Park a few weeks ago.

Both Colin Rudd and Peter Deller cleared the one minute barrier at the sprint, with Colin claiming club honours and first M2 in second overall. He set a 59.86 in the Elise Sport 220. Colin and Peter have been very closely matched in recent rounds, and this time out it was Peter that followed Colin home, wrangling the big Commodore around the little circuit to scrape in under a minute on a 59.98 in third overall and first R3.



Gino Valdes was just a whisker slower and set the fourth quickest time, fastest P2, on a 1:00.04. He was very closely followed by Len Goodwin in the Elan 26R, who ran a 1:00.54 for first CD1. Paul Tilse took the Cayman GT4 around Pheasant Wood in 1:00.60 for sixth overall and M3 class honours.

Graham Allen and MG Car Club Newcastle driver Rick Vincent followed in a pair of Elise's, with Graham running a



1:00.61 and Rick a 1:00.64. John Deller completed the top ten with a 1:00.78, the seven tenths of a second his brother had on him worth eight places on the short layout.

Quickest in R2 was Mark Meletopoulo, who ran a 1:00.87 in the Elise, while Chris Pearse produced a 1:01.22 in the Exige V6 to top the P3 class.

Hubert Chau is a new CLA member and enjoyed his first CSCA sprint and first run at Pheasant Wood on the day. He set a very strong 1:02.22 in his Subaru WRX. Melanie Valdes was not far behind, taking a break from all of her work behind-the-scenes to set a 1:02.36.

Lachlan Klumper is another new sprinter having their first run at Pheasant Wood, and took his Mazda MX5 to a 1:06.6 and fastest in M1.

Tina Cho and John Rutherford seem to have been bitten by the bug and were back in the thick of things following their debuts at Wakefield Park in March. Tina ran a 1:09.14 in her Subaru WRX, while John guided his Civic around the layout in a 1:14.40.

We're thrilled to have so many new friends joining us at the track this year, and encourage anyone who's interested to come along and see what it's all about!

The CSCA series returns on Saturday the 8th of May and gets a little romantic for our third date, running in the moonlight (under some very, very bright lights) on Sydney Motorsport Park's South layout. We look forward to seeing you there!

Enjoy these photos from the day, with huge thanks to Brett Stevens

Carrs Park April meeting









35 years ago this month ex F1 Lotus Driver Elio de Angelis was killed in an accident the consequences of which should never have happened

On the 15th May 1986 (35 years ago this month) Elio de Angelis, the last of the true gentlemen Formula One drivers, met his tragic and almost unnecessary death at the Paul Ricard circuit in France.



Left to right Riccardo Patrese, BMW engine guru Paul Rosche, Brabham designer Gordon Murray, and Elio de Angelis

At the end of 1985, Elio decided to leave Lotus after 6 years with them, especially since all the team's effort were being spent on his teammate Ayrton Senna. He joined Brabham now owned by Bernie Ecclestone with the brilliant South African designer Gordon Murray. Murray had just finished a new car the BT55 It used a rather tall BMW four-cylinder turbocharged engine tilted over on its side to allow a clear supply of air to the rear wing. All good in theory but bringing with it a nightmare set of problems. The car was slow off the mark and suffered horrible turbo lag but was lightning quick when it got going.

At the Monaco GP, Elio was plagued with problems and pulled out of the race at quarter distance whilst in last position. A few days later, the Brabham team, with several other teams went to the Circuit Paul Ricard to do a shakedown for the coming races. During testing and viewed only by 2 Benetton mechanics with speed radar devices, the rear wing of de Angelis's Brabham collapsed on a180mph curve. He car flipped end to end several times before jumping the guard rail and careening along upside down before stopping almost 100 yards from the scene of the accident.

The marshals at the circuit were in total disarray and Elio remained trapped for 10 minutes whilst the car started burning. Alan Jones was first on the scene but could do nothing "I just stood there with my hands in the air" he later recalled. He was soon joined by Alain Prost and Nigel Mansell and all 3 attempted to roll the car over but the heat was too great. Eventually, a marshall arrived wearing shorts and a tee shirt. He had a powder extinguisher with him but as Jones later commented "Most of the powder went into the cockpit rather than on the engine fire. Apart from anything else, the powder would have done Elio no good"



Elio, Hazel and Ayrton during his days at Lotus.

De Angelis was finally released from the car but they had to wait another 30 minutes before a helicopter could transport him to Marseille and then to the local hospital.

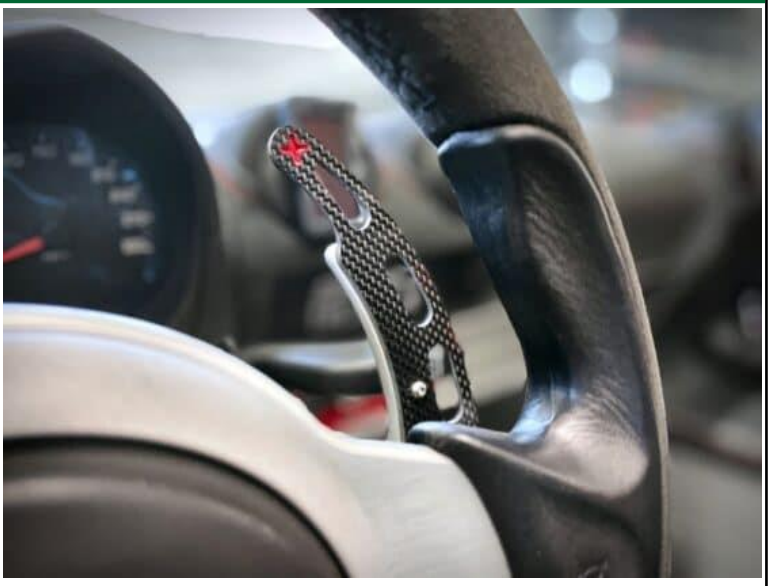
In fact, initially his injuries were thought to be not too bad, a broken collar bone and burns to the back, but then they realised that the extended period of smoke inhalation had caused massive brain damage and the following day he died.

FIA immediately threw itself into action, but their reforms were bordering on useless. The real problem was the lack of decent medical facilities and the woeful training of the marshals at Paul Ricard. The fact that this had not been delt with came vigorously to light just under 2 months later when the French GP was held there, Phillipe Streiff on lap 43 had his Tyrrell catch fire. The fire brigade drove the wrong way down pit lane and whilst attempting to extinguish the fire sprayed foam all over the track. A comic incident if it wasn't so seriously tragic!

De Angelis was the last driver to die in a Formula One car until Roland Ratzenberger died during qualifying for the San Marino Grand Prix at Imola eight years later. The day after Ratzenberger's death, de Angelis's former Lotus teammate (and by then a triple World Champion) Ayrton Senna was killed on the seventh lap when his Williams-Renault crashed into the Tamburello Curve wall at over 180 mph (290 km/h).

TD.

JUBU Performance launch DCT gearbox for all current Lotus models



Lotus cars traditionally come with a manual transmission or with the Lotus IPS automatic drive. A sporty Dual Clutch option was often requested, but has never been offered as an option. Now – in the final year of production for the current Lotus line-up, the long desired dual clutch gearbox is available for the legendary Elise, Exige and Evora models. Developed by JUBU Performance – the Austrian Lotus-Partner – it promises ultra-fast manual shifting as well as a smooth automatic drive.

Fast on track, smooth on roads

Martin Jung, CEO of JUBU Performance: ntil now, the fastest shifting option for a Lotus was to install an aftermarket sequential gearbox. Such a system significantly shortens shifting times, but comes with some major downsides: sequential gearboxes are loud, wild and almost impossible to drive daily on regular roads. They also need a lot of maintenance. On the other hand, besides the classic manual shift, there is the Lotus IPS system: comfortable, smooth and reliable – but sometimes not as fast as some sporty drivers would desire. Our dual clutch transmission combines the best of both worlds: ultrafast manual shifting with paddles AND a smooth automatic mode for relaxed but sporty cruising."

Development & Quality

In fact, the JUBU DCT is almost as fast as a sequential gearbox (sequential: 50-65ms/gear change, JUBU dual clutch: 65-80ms/gear change). To achieve this goal, the JUBU engineers took about 3 years of time, more than 1500 hours of development and engineering work as well as more than 30.000 kilometers on roads and tracks for testing and finding the final setup. According to Martin Jung, this effort was necessary to reach the OEM approach of the Austrian manufacturer: "We wanted nothing less than a perfectly working gearbox which is fully integrated with all the OEM-systems of the car – and this is what we now are able to provide. Every car with our DCT looks and works like it came straight out of the Hethel factory. The only visible changes are an updated gear lever and an additional gear display which clearly shows the current gear and displays additional relevant information like the temperatures of the engine and the gearbox oil."



Reliable for up to 800Nm

JUBU promises, that their DCT-Gearbox does not require any special skills, care or maintenance and offers two years of warranty on their system. Martin Jung: „Our DCT is based on the latest version of the 7-speed VAG gearbox which is sold in more than 10.000 units per year. It was initially designed for up 650Nm of torque by VAG and we even use it in a slightly modified version for our JP ZERO race cars which come with up to 750hp and 800Nm. Mechanically, it's kind of bullet proof. All the necessary electronics and mechanical modifications have been carried out by our highly qualified engineers and are also super-reliable."

7-Speed, VAG-based

During the development of their system, JUBU went the extra mile: as Martin Jung explains, they initially started their development work



with a 6-speed gearbox – but the system reached its limits too early. „The development on the older 6-speed DSG was simple, compared to the more modern system we now use as our basis. Once developed, the 6-speed DSG worked kind of ok, but it wasn't the perfect match for the Lotus Line-up. The gear ratios did not fit that well and the mechanical components of the VAG 6-speed DSG were also close to their limits when being used in high-power environments. We were not happy with it, because such an „Ok-Solution" was never our approach – so we decided to trash the already working 6-speed DCT and start all over again. Now, we have developed a fully new system, based on the most recent VAG 7-speed DSG gearbox with all its benefits. It was a hard way, but the right decision. With our 7-speed DCT we can offer a modern system which fits perfect, works great on track as well as for road driving and feels like it comes as a Lotus OEM-option."

The JUBU DCT gearbox is available for all current Elise, Exige and Evora models as well as for the 3-Eleven, the 2-Eleven and all Elise S2 and Exige S2 models with Toyota engine.

It might not be the right thing for purists (who mostly still prefer to shift manually), but for drivers who want to own a track-monster which is also fully capable of relaxed daily driving, the system may be worth considering.

LOTUS PLC

A DRIVING ENTHUSIAST FULFILLS A TARGA TARMAC RALLY DREAM

Images & Story thanks to Paul D'Ambra / Lotus Cars Australia



Long time Club Lotus Australia member Robert Bryden recently made the leap into competitive tarmac rally classes, securing a podium place in GT Sports Trophy at Targa High Country. Lotus Cars Australia and Paul D'Ambra put together a brilliant story about Rob's journey, and have kindly shared it with us here. Read on, and enjoy!

A DRIVING ENTHUSIAST FULFILLS A TARGA TARMAC RALLY DREAM

After participating in six Targa rally events over the years, Robert Bryden and navigator Ian Noble have secured a maiden podium place in the competitive GT Sports Trophy class at Targa High Country Mount Buller.

Many driving enthusiasts have aspirations of attempting a tarmac rally event. Rob has carefully built up his driving experience in Targa rally events in recent years, starting in Tour then TSD classes to now achieving a close fought second place in their first attempt in the GT Sports Trophy class, driving their Lotus Exige Sport 410.

DRIVING ENTHUSIAST WHO LOVES SPORTS CARS

Rob has been a passionate driving enthusiast from the young age of six, having a 15 year older brother who introduced him to fast cars and driving early on. Over the years he has owned a number of unique vehicles including various models of Lotus sports cars, including a 1983 Esprit Turbo, Elan , Elan+2, Lotus 7 Series 4 , Elise , Exige S1 , S2 and S3 plus a rare 340R. He had the only Lotus Exige Cup 380 in the Country, recently replaced by an Exige 410 and the only Lotus 311 here as well, striking in Kawasaki Green.

Not content with owning sports cars that sit in a garage, Rob actively participates in Lotus social drives, cars and coffee meets, casual track day events and club level motorsport activities like the Combined Sports Car Association (CSCA) super sprint series that is held in New South Wales as well as the Lotus Only Track Days arranged by Simply Sports Cars. Recently, Rob participated in a LOTD held the world famous Mount Panorama circuit

He isn't a professional racing driver, but is a self-confessed car fan and driving enthusiast, aiming to enjoy his time behind the wheel and learn more skills along the way.

STEP 1 – TARGA TOUR, PERFECT FOR FIRST TIMERS



"I think I am like a lot of other drivers – you think some of these driving events are too hard to attempt or you have to be a professional. With a bit of research & the help of my Sydney Lotus dealership I could do it knowing they were there to help me along the way."

In 2016, Rob decided to fulfil his dream of participating in a Targa tarmac rally event. While many driving enthusiasts will initially consider advanced driver training or track day events as a way to fuel their driving passions, not too many will realise how accessible a Targa tarmac rally event actually is. In fact, practically anyone can try their first rally event with a road registered vehicle and a Motorsport Australia license.

After doing his research, Rob decided to get a taste of what Targa is all about by joining the Australian Lotus tour group at Targa High Country in Victoria. Tar-

ga Australia runs a number of tour groups as part of their tarmac rally event program and Lotus hosts an exclusive group that is available for owners of Exige, Elise and Evora sports cars.



Prior to learning about this opportunity to join the Lotus Tour, Rob was a little daunted by the thought of entering, but the ease brought about by joining the organised group made it simple.

There are three benefits of doing it this way;

- Lotus Cars Australia handles all the logistics and provides guidance to each participant including what is required, how to go about it and more. This includes things like logistics, meals and accommodation. So you get step by step assistance
- The team from the local Lotus dealerships are on hand during the rally event, at each stage, to provide any assistance needed during the rally. It means you essentially have mobile roadside assistance during the event
- The Lotus Tour has a lead and chase car that is driven by Lotus staff so that there is never a risk of getting lost or not knowing where to go
- The best part – you will be doing a tarmac Targa rally with other driving enthusiasts in their Lotus sports cars.

The Lotus Tour travels on the same closed roads as the tarmac rally competition classes and is run as a spirited drive that is not timed, isn't competitive and gives any Targa first timer a taste of what doing a tarmac rally is all about. You can drive on the same tarmac rally Targa stages but without any of the stress or pressure that you'd experience in the competitive classes.

Rob's ultimate goal was to participate in the world famous Targa Tasmania tarmac rally, which is a six day event covering all parts of Tasmania. Targa High Country creates an opportunity to try a shorter three day tarmac rally event, which starts & ends each day at the same location. This makes logistics simple and is the perfect way for first timers to start out.



STEP 2 – FROM TARGA TOUR TO TSD COMPETITION

"Once we had a taste of what Targa was about, we felt comfortable enough to try a more competitive class. Driving on closed roads in a tarmac rally is a unique experience. It's not just about the driving, but doing an event with other driving enthusiasts is like nothing else."

Rob thoroughly enjoyed his time doing the Targa Tours at High Country and Tasmania, so by 2018 decided to attempt his first competitive class in TSD Competition which stands for ''time, speed, distance''. This is the first step from the tour classes where crews have to complete a stage distance within a given time & average speed. So, it is competitive, but also restricted in terms of outright speed and you don't need a race car to compete.

Using his Lotus Exige 380 Cup in TSD was an ideal way to participate in Targa competition without making the full commitment required to compete in the open classes. Rob and Ian participated in Targa Tasmania, Targa High Country and Targa Great Barrier Reef rally events in the TSD class with great success, achieving multiple top five positions at each of these events and second in the Australian Targa Championship.

By now the appetite was truly whet and thoughts turned to taking the next step into the GT Sports Trophy class and testing themselves.

STEP 3 – GT SPORTS TROPHY TARGA COMPETITION PODIUM PLACING

"Amazing, our first time in GT Sports Trophy and a podium, 16th outright, even a top 10 around the tight Mansfield stage in the Exige .

Simon and Deon were just really quick, Steve and Fergal gave us a huge run. Martin built up to some fastest times and the Taylors were right in there too.

We all had a massive amount of fun and great times out of the car with fabulous people. The usual superb organisation and support from the Australian Simply Sports Cars Lotus team who helped build up the car for Targa, I couldn't have done it on my own.

Next stop … Rally Adelaide to continue my love of Targa tarmac rally events having done Tasmania, High Country & Great Barrier Reef the last few years."

Watch the Targa High Country TV Segment https://www.9now.com.au/targa-high-country

For 2021, Rob upgraded his vehicle to a Lotus Exige Sport 410 and made the decision with Ian to try their hand at GT Sports Trophy. This class requires a more measured commitment and is the stepping stone to the open competitive classes of GT2.
In GT Sports Trophy, the crews must not exceed a speed limit of 130km/h which, at first glance, doesn't sound very fast but we are talking about tight and twisty roads around the Mount Buller hinterland. A mix of various types of bitumen, main or back country roads & forest-lined mountain passes are not for the faint hearted when driven at high speed.
With the assistance of Simply Sports Cars Lotus in Sydney, the team's Lotus Exige 410 was prepared with all the necessary safety equipment including safety harnesses and driver and navigator communications as well as a safety roll cage.
They were ready and prepared to take the next step and attempt their first GT Sports Trophy Targa rally event at High Country held around Mount Buller in Victoria.



TARGA HIGH COUNTRY – DAY ONE
Raw sounds video https://www.youtube.com/watch?v=jlfgImRofik
The opening day of competition at Targa High Country welcomed crews to very rainy and misty conditions at the top of Mount Buller. Even with border restrictions hampering event entries, there were more than 60 cars entered for the first Targa event of the year.
By the end of the first leg, Robert & Ian were leading GT Sports Trophy with a narrow six second gap to second place with Trude & Morrison in their Exige Sport 410
"Day 1 being wet and misty was a huge challenge. We had no idea how we would go and had no expectations at all. The car was superbly set up by Simply Sports Cars and we just drove smoothly, linking turns and not throwing the car about. To our great suprise [and I'm sure to the surprise of others] we ended up leading the field in our class against some very experienced competitors. Our time was even ahead of some of the Open class competitors!"

TARGA HIGH COUNTRY – DAY TWO
Day two was a lot kinder and conditions were much clearer for the day, which included some longer stages. Rob and Ian moved to second place behind Trude & Morrison, with another sub ten second gap separating the teams after a full day of rallying. They knew they had to keep an eye on the Sher and Murphy crew who were hot on their heels.
"I think in the drier conditions, we had less of an advantage with our smooth and gentler driving style than we did in the wet, although we did win one stage and were not far behind on the others – a second here and there. It was huge fun competing against former Targa winning teams in our class and then having social dinners at night and 'talking it up' with lots of laughs together."

TARGA HIGH COUNTRY – DAY THREE



Day three was going to be the decider, with Lotus sports cars holding the top positions in GT Sports Trophy. The battle of the last stages would decide the final podium places and after some jostling, Rob and Ian finally passed Sher & Murphy late in the day, on the stage, to clinch their first ever podium position in GT Sports Trophy.
After three days of grueling competition it was less than 30 seconds that separated the top three positions, all Lotus Exige sports cars.
"The final day, we knew we had to push it to hold onto a podium position and that we had a real chance of overtaking the car ahead. We went into it with a positive mindset while realising Targa is all about finishing – to



balance pushing on hard , communicating between driver and navigator while not overdoing it. If you make an error on track , there's a strong chance nothing untoward will happen. An error at Targa is less forgiving so judgement and caution play a significant part in success.
We went really hard on the very long Jamison stage [40 odd klm] and caught time on the leader and actually caught and passed the car in third spot behind us. The fourth placed car went too hard and went off. This gave us a real chance on the last stage , the fabulous run through Mansfield township with the locals set up in their yards watching and cheering as the cars flew past.
We nailed the town stage and got the 2nd fastest time ever by a Lotus and a time that gave us 10th outright despite our 130kph maximum speed allowance. What a way to finish the event, ending up only 25 seconds behind our good friends Simon and Deon after 3 days competing."

Mansfield Shire GT Sports Trophy 2021 Results

1st Simon Trude/Dion Morrison (2019 Lotus Exige 410 Sport)
2nd Robert Bryden/Ian Noble (2020 Lotus Exige 410 Sport) +25s
3rd Steven Sher/Fergal Murphy (2016 Lotus Exige) +2:07s

FROM TARGA HIGH COUNTRY TO ADELAIDE RALLY

To continue the rally journey and build on his experience Rob decided to enter the Adelaide Rally & try this event for the first time with his son Alex. With the help of Simply Sports Cars Lotus they provided assistance to get the car over to Adelaide and prepared for the event.
The Adelaide Rally has been running for over 20 years. The 2021 competition was actually a postponed event from 2020 that had over three hundred participants! Rob entered the Modern Challenge class which is speed restricted (similar to GT Sports Trophy at Targa Australia.
Even more impressive was that Rob and Alex took the third step of the podium after a few days of healthy competition.
"After the fabulous Targa High Country, we participated in our first Adelaide Rally, where my son navigated for the first time. We had support at Rally Adelaide from the Simply Sports Cars technicians who flew down and looked after the Lotus entries – this made it so easy to participate. The Lotus competitors even enjoyed a meal out with the tech crew as well – a truly amazing connection with the SSC team which is unusual for a dealership.
The rally stages were much shorter and known well to the very quick locals drivers – the Exige was fantastic and took us to a number of stage wins and to another podium finish, 3rd in class and ahead of two rear engined GT3 cars. On the tighter stages, again we were able to beat many of the outright class cars including a Dodge Viper Extreme LHD race car and a GT3, despite our speed restriction.
This was a fantastic event held on the Adelaide hills, with the magnificent vineyards and tourist towns as backdrops. The local drivers and the Adelaide people were very welcoming and friendly and we ended up having dinner out most nights with other competitors and great food and of course the local wines.
What a great time and to share the podium with your son and some newly made friends was fabulous. Once we get more experience in reading the roads and communication, I can see us moving to the Open 2WD GT class… we're not quite ready at this early point of the learning curve."

Modern Challenge 2021 Results

1st – #621 Gordon Christie and Nigel Mcgaffin (Volvo S60)
2nd – #627 Nathan Robbins/Alex Johnson (Audi S3)
3rd – #641 Robert Bryden and Alex Bryden (Lotus Exige)



HOW CAN YOU DO A TARGA AUSTRALIA RALLY EVENT?
Lotus Cars Australia make it very easy for any owner of an Elise, Exige or Evora sports car to participate in a Targa Australia tarmac rally event by hosting an official Lotus Tour Group. This is the first step for anyone wanting to see what a rally event is like. For more details, head to www.lotuscars.com.au.
Simply Sports Cars Lotus in Sydney provides support for driving crews who are interested in getting into the competitive classes like TSD, GT Sports Trophy or the open GT classes with either ground up vehicle builds, modifications to existing vehicles or their Targa GT spec rally car package. More details are available at www.simplysportscars.com.

LCA Lotus Track Day - Bathurst 2021: The Need for Speed

Andrew Stevens



Dinner in Pit lane Bathurst photo Andrew Stevens

Background: Having started in motorsport in the era of black & white tv, Holden Monaro's and XY GT Falcons, but with a hankering for open wheelers and sports cars, Bathurst was something that you got up early to catch the Channel 7 broadcast, and stayed glued to the set for the rest of the day. With the loss of the Easter meeting, the circuit was restricted to the once a year touring car 500 mile race, later extended to 1000km. By the time it started to open up, with Formula Ford, Prod sports etc., my competition time was over and Bathurst remained an elusive dream (a dawn lap in an early Commodore notwithstanding).

So when Mark O'Connor and Lotus Cars announced that they had secured a dedicated Lotus track day at Mount Panorama, I decided that I had to find a way to play. I've been lucky enough to drive some wonderful circuits here and overseas, but Bathurst had never been ticked. The guys that I'd talked to that had raced open wheelers there in the 70's told me that it was "blind everywhere", and without the modern day chase, the speeds on Conrod were phenomenal.



So, in 2020, armed with the ex Monarch Motors/Paul Stokell S1 Elise, I ventured from Adelaide to Bathurst with fellow Croweater David Hopper and his Exige Cup 240. I'd bought the car from WA, where it had been christened FURELISE and had been upgraded to Sport 190 specs. To say that neither David nor I had a great run, me with gear change problems, and David with an exhaust failure, would be polite, but the hook had been baited, and the desire to return had been ignited.

Fast forward to the end of 2020 (don't we all wish we could have done that with 2020 !), and the Elise was still sitting in the corner of the workshop. Great uncertainty over whether there would be a 12 hour event, or a Lotus Track Day existed, and the Lotus 2021 Tour of Tassie had been canned. Then came the announcement that Supercars were going to run a 500km race to replace the Adelaide 500 at Bathurst and Lotus Cars had secured a track day on the Tuesday following. I was in. My wife Susan approved, but announced that she wouldn't be attending.

The little S1, with its VHPD donk, and various other upgrades was dragged out and a list of things to get it ready prepared. Prior to its last run, I'd had the head off and fitted the strengthened head bolts and oil ladder, along with a variety of other tidy ups. A carbon competition



seat replaced the Lotus motorsport seat that my lard arse wouldn't fit into, and the hasty replacement of the leaking FIA bladder tank with an S2 fuel tank needed a permanent solution. Having researched the gearchange symptoms it seemed that a melted release bearing housing was the most likely culprit.
I drew up a plan, taking into account work commitments, family obligations at Christmas, and even scheduled in a shakedown run. It had a week's float. Accommodation was booked. Unfortunately David Hopper wouldn't be coming this year, but a call to my friend Rob Barker in Griffith elicited the offer of dinner and a bed on the way up. Susan was informed of arrangements and offered a last opportunity to join in. She declined.
I'd sourced a new Pro Alloy fuel tank, and a motorsport clutch bearing, put the car up on stands and with rear clam removed got to work. Unfortunately, when the gearbox came out, the clutch bearing was intact. Further inspection revealed that the clutch plate had failed structurally and attempted to machine its way out of the pressure plate before jamming solid. SSC to the rescue, and a new AP competition clutch was soon winging its way via overnight courier to my door. While I was there, a new rear main seal went in. I then learned the technique of installing a gearbox into an S1. Let's just say that there was more than one attempt before I worked out the technique. It probably is much easier (as they say in the book) with a second pair of hands, but it can be done solo.
With the lost time waiting for the clutch and a couple of other jobs over-running, the schedule float was gone. The car eventually dropped onto its wheels on the Thursday evening before departure, and the shakedown ended up being a midnight blast to Outer Harbor and back, followed by a Saturday morning run on the new freeway before a last fluid check and load up on the trailer ready for an early Sunday departure.
I'd originally had an offer from one of my mates to come with me, but a couple of weeks out he declared that he wouldn't be coming. No sooner had I cancelled his dinner booking, than my Sydney based mate Ian Hill said he'd step in and meet me in Bathurst for the weekend. Sheepishly I rang Mark O'Connor to rebook the dinner. He let me know that they had quite a few cars being transported up for the event.
Adelaide - Bathurst via Griffith is a 26 hour round trip, and not being quite as stupid as in my youth, I limited myself to 9 hours driving a day. As previously mentioned, Rob and Jan Barker had offered me accommodation and a meal in Griffith, and with stops at Renmark, and my old stomping ground of Balranald, I arrived in plenty of time to sit down and enjoy the Barker's hospitality. Anyone who knows Rob, and his fantastic Europa, will know of his passion for all things Lotus, almost matched by his passion for, and knowledge of Griffith and its surrounds. Jan's an excellent cook, but was wise enough to leave Rob and I to our chat after dinner.
Monday morning, after breakfast, I bade farewell to the Barker's with an early start and a promise to bring Susan next time. The easy run from Griffith to Bathurst takes in some wonderful countryside. Last year, David and I discovered a little hole in the wall coffee and motorcycle repair outlet in Grenfell, which was my first destination to replenish the caffeine levels, before onwards to Bathurst.
Arriving at Mount Panorama, I was greeted by the sight of the two Lotus Melbourne "supercar" transporters being unloaded in the paddock. I was beginning to feel a little inferior. Ian arrived to help unpack. As always, checkin was painless, and the friendly scrutineers came around to do their checks. It was time to find our accommodation, refresh and find a beer before heading back to the circuit for the pit lane dinner.
It's easy to get blasé about special events, but having dinner in the pitlane at Bathurst surrounded by other Lotus aficionados is quite the experience. Mark and Lee talked Lotus history at Bathurst, and the guys from Mighty Car Mods got up for a chat. Making new, and refreshing existing acquaintances with the perfect backdrop made the night. An early departure in preparation for a long day ahead being the only downside.
Tuesday dawned, and with a quick breakfast in Bathurst, we warmed up the car, did a final run check, and headed up for the drivers briefing. The importance of looking after fellow competitors, keeping safe, and overtaking rules was quickly dispensed and we were reminded of the squadron of volunteers that were lining the circuit at the various marshalling points for our safety. With the significance of having 111 cars competing (the Lotus Type number for the Elise/Exige chassis), it was time to reacquaint ourselves with one of the world's great racetracks.



The track day is broken up into 3 Groups, Sprint 1, Sprint 2, and Drive. The Drive Group is untimed, while Sprint 1 and Sprint 2 is run to CAMS Supersprint regulations, with the added caveat of no overtaking between the Cutting and Forrest Elbow unless waived through. We were in the Sprint 2 Group, and hoping to improve on last year's 2:55 lap. In the interests of simply having fun and staying safe, I was determined not to get drawn into checking and chasing lap times, and to keep off the curbs – which can bite here.

We were scheduled for 6 x 20 minutes sessions with a lunch break, giving us a total of 2 hours lapping "The Mountain". The first session was very much getting re-acquainted, and I was surprised how quickly the lines that I'd learned last year came back. As the day went on and I got a bit bolder using higher gears in places, the lines became more flowing, to maintain the momentum that is so important at Bathurst. Like the open wheeler boys had told me back in the 70's, all the corners across the top of the mountain are blind, with a need to compromise position for the corner after, and commit to the corner well before you have sight of the apex. The bumpiness and speed up mountain straight is always a revelation, and finding the braking point to tip the car in and get a good run up to the cutting is one of the best parts of the circuit.

Unfortunately, in the second session of the day as I motored through the left hander at McPhillamy Park, the flag point pulled out a red flag. "This will be interesting" I thought, "I wonder if someone's had an off". I wasn't left wondering for long as I slowed and discovered the sight of cars pulling up along Skyline and a white Elise nose into the wall at the Esses. Thankfully, Harley was climbing out as we arrived, with the trail of debris indicating the passage of his accident. Despite only having standard roadgoing lapsash restraint, the Lotus airbag and chassis did its job protecting him, and he was quickly being shuttled back to the pits for a medical checkup. The Elise was less lucky.

Back to having fun, and the little S1 Elise was flying. The big V6 Exiges would romp away with their straight-line acceleration but with the VHPD buzzing to 8000 rpm, and with the nimbleness of the S1 across the top of the mountain there were a few surprises at the pace of the 23 year old veteran, especially in the run through the chase ! I found the fast line through the 1st corner (yes it involves straddling the curbs), but otherwise stayed off the curbs, preferring to leave time on the circuit than take chances. Near the end of the last session, I was chasing down a couple of Exiges who were having their own battle. Rather than join in, I decided to do a "slow" lap and wave to all the marshalls that had spent their day in the sun allowing us to enjoy ourselves. I think that I got all except the ones on pit straight and the start of mountain straight. Sorry ! I also managed to have a touristy squiz at the view from Skyline, with the Bathurst plains stretched out majestically below.

After six runs, I allowed myself the luxury of checking my run times, to discover a 2:46 lap, 9 seconds better than last year, and still with plenty of room for improvement. OK, so I'm some 14 seconds slower than Tim Mackie in his S1, but I'm perfectly OK with that. In the second last session, I'd noticed Rob Bryden catching me in his Exige, but thought that he'd ran out of time to close the gap. Afterwards I learned that he had deliberately slowed so that he could enjoy watching the flames that spurted from the S1 exhaust on overrun. He was still chuckling with delight.

Ian and I quickly packed up, heading back to our digs and the local pub's "Two for one Tuesday" meal night. After the early start, and two hours of driving, the steak and glass of wine was just what I needed. The obligatory GoPro footage was downloaded and some of Ian's track day snaps transferred before lights out.

Wednesday was another early start, fill the tow car and head west this time through West Wyalong and Hay, before an overnight stop in Mildura (my 9 hour rule again). Thursday breakfast was at the Piranga bakery in the Riverland, with the final run into Adelaide around lunchtime to unload and return the borrowed trailer before Susan got home from work.

So, was it worthwhile? Would I do it again ? In a heartbeat. When I replayed the in-car video, the whoop of joy as I crossed the finish line at the end of the first run said it all.

A huge thanks to all at Lotus Cars Australia and all the circuit volunteers. And a big thanks to the Barkers for their hospitality and good humour, to my mate Ian Hill for coming down from Sydney, and to my wife Susan for putting up with me.

SA Motorsport at Mallala and Collingrove

Photos and sorties By Andrew Stevens

SCCSA Mallala Historics

While it is somewhat scaled back from the internationally recognized historic meet of yore, the annual Historic Meeting at Mallala showcases an array of cars across most eras of racing. Our own David Tye was out with his Elan, while there were a couple of Lotus 18's circulating, and a Renmax 23B down from Sydney.

David Hopper and I journeyed out and found that walking around the paddock talking to folk was as much entertainment as the racing. I'd agreed to check out a clubman for one of my mate's son, but as I arrived it was departing the circuit after experiencing an engine fire (whoops).



David Tye at Mallala

Collingrove Hillclimb 24 April



Rob Butcher Lotus 18

With ANZAC Day being a Sunday this year, the SCCSA switched the first round of their MultiClub Hillclimb to a Saturday. After a foggy start – finding the turnoff from Mt Pleasant Rd was a challenge - the day turned out wonderfully. Not too hot and the odd qualifying cloud around to settle track temperatures.

Collingrove regular Graham Smith was there with his 2ZZ engined S2 Elise 111S, fresh from a dyno run, while Scott Begbie had his S3 Elise Clubracer present for his second event. I trotted out my S1, fresh from Bathurst for its first ever run up the Collingrove Hill. We were all entered in Under 2000cc road registered – the biggest class of the meeting.

Now I don't know if it's a Yorkshire tradition, but betting a pint with someone where they win if they're slower than you has an unusual ring to it. But that's indeed what Graham proposed, despite me not having been to the track for about 7 years. I reckoned I was a shoe in. Graham had his mate Dale in attendance helping out with timing and ensuring we were ready to go for our runs. After dispensing some "helpful" advice to Scott on the best lines (Sorry Scott – you know that you shouldn't listen to a couple of geriatrics like us), we lined up for the 1st sighter runs. I realized that this would be my 1st ever standing start in the S1, as I'd failed to go out and do some practice starts. Amazingly the track went in the same direction as it did 7 years ago, although the grip levels were a bit of a surprise, with my S1 erupting into 30m of wheelspin before a change into 2nd resulted in some traction. Hmmm note to self - need to back off on the launch revs.



Onto the 2nd run and we started to get serious. Graham and I matched each other's times, with Graham fractionally ahead, but complaining about the new engine tune and poor throttle response. I still hadn't mastered getting off the line, but was fast adjusting to the differences between a standard S2 and a quick S1. Scott wasn't trying to catch us but was simply trying to analyse his runs and find a way to go faster. His start sector times were pretty impressive but he was losing out in Sector 2



and 3 (I sound just like Martin Brundle). Run 3 saw us all go quicker again, with the timing system giving me a time just under the class record. It felt a good run, but I didn't think it was that quick. Graham quickly determined that I'd lost the bet and that the pint was off the table. He was still worried about his car popping on liftoff and not responding crisply to throttle, and had actually gone slower than his previous run. I quickly discovered that my time had been bettered by 0.06 seconds by another competitor (the only time I didn't top the class all day). Scott continued to whittle down his times and was now down into the low 40 second bracket. Willa Wauchope dropped in to offer some encouragement, and get some enthusiasm for finishing off his Europa.

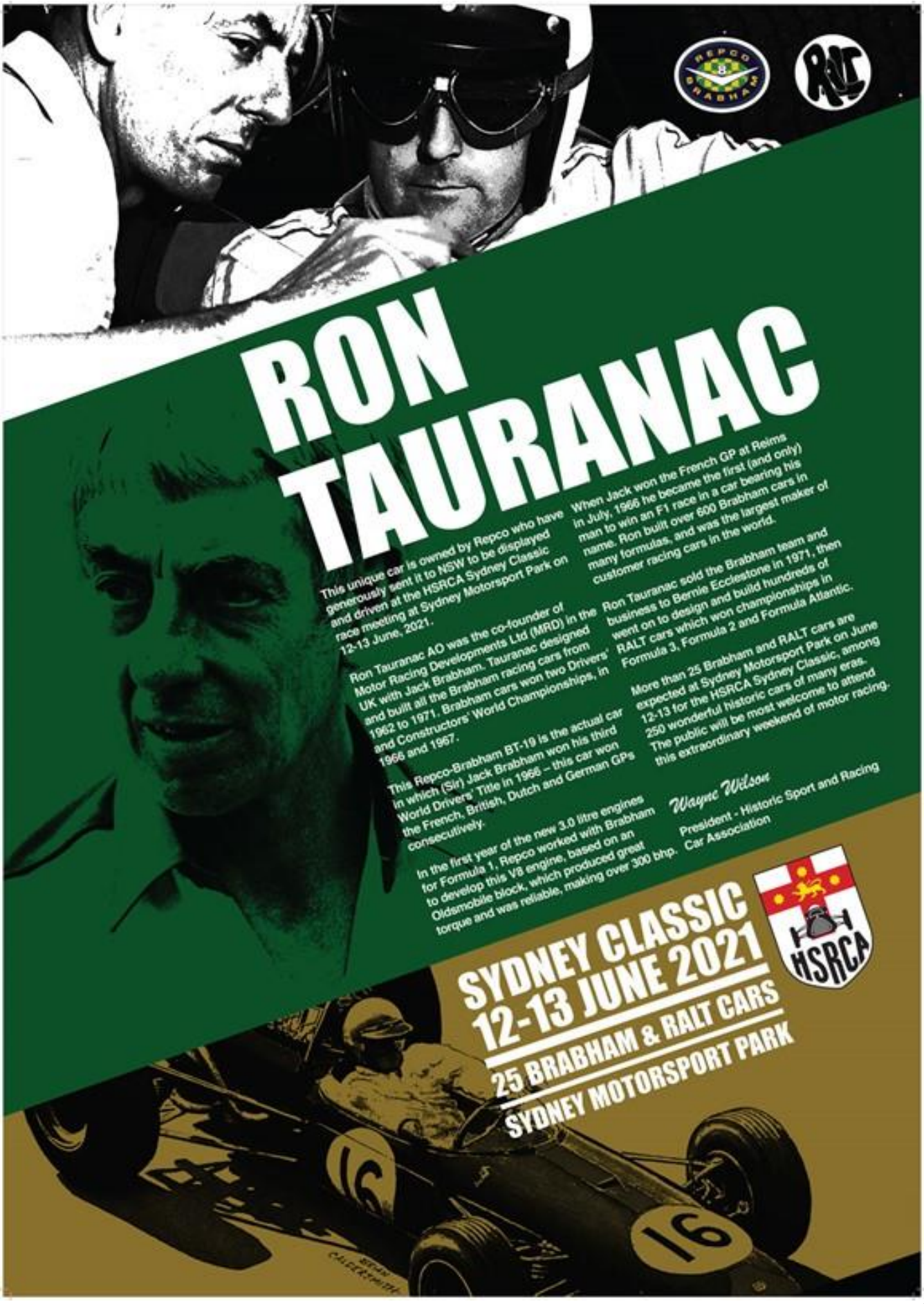
We managed to get a 4th run before lunch, with Scott improving but not yet breaking the 40 sec barrier, while Graham had recovered his composure with a low 37 sec run – his best for the day. I on the other hand got greedy, and had a massive slide exiting the 1st corner that put me back in Graham's territory (#7 from the racing drivers book of excuses). Analysis of the split times showed that Scott's Clubsport was actually quicker than either of our cars to the 1st timing markers.

Runs 5 and 6 after lunch had Scott finally dipping into the 39's before recording a best of 39.19. Graham was consistently in the low 37's, while I couldn't repeat my 35sec run, and was delivering suboptimal 36 second runs. We all decided that we'd skip the last run, and packed up for the day. I'd like to tell you that Graham relented and I got that beer, but he headed straight home to find the previous engine tune to download. Scott was rapt with his improvement and having a bit of company for the day.

The three Lotus performed fantastically well and held their own in terms of pace. I finished 13th outright and 2nd in class, Graham was 25th and 4th in class, while for Scott, he was just glad to have been continually improving. Collingrove is actually a very good test of car control and skill and takes a while to master, as both Graham and I will attest. There are 3 more rounds of the Multiclub series before the SA Hillclimb Champs in September. Anyone interested in having a go ? All you need is a helmet, fire extinguisher, battery triangle and a CAMS S2 license (available online). SCCSA do a come n try event for beginners. Checkout https://www.sportingcarclub.com.au/hillclimb .



COMPLETED ON A VERY WET WEEKEND


RON
TAURANAC
This unique car is owned by Repco who have generously sent it to NSW to be displayed and driven at the HSRCA Sydney Classic race meeting at Sydney Motorsport Park on 12-13 June, 2021.
Ron Tauranac AO was the co-founder of Motor Racing Developments Ltd (MRD) in the UK with Jack Brabham. Tauranac designed and built all the Brabham racing cars from 1962 to 1971, Brabham cars won two Drivers' and Constructors' World Championships, in 1966 and 1967.
This Repco-Brabham BT-19 is the actual car in which (Sir) Jack Brabham won his third World Drivers' Title in 1966 – this car won the French, British, Dutch and German GPs consecutively.
In the first year of the new 3.0 litre engines for Formula 1, Repco worked with Brabham to develop this V8 engine, based on an Oldsmobile block, which produced great torque and was reliable, making over 300 bhp.
When Jack won the French GP at Reims in July, 1966 he became the first (and only) man to win an F1 race in a car bearing his name. Ron built over 600 Brabham cars in many formulas, and was the largest maker of customer racing cars in the world.
Ron Tauranac sold the Brabham team and business to Bernie Ecclestone in 1971, then went on to design and build hundreds of RALT cars which won championships in Formula 3, Formula 2 and Formula Atlantic.
More than 25 Brabham and RALT cars are expected at Sydney Motorsport Park on June 12-13 for the HSRCA Sydney Classic, among 250 wonderful historic cars of many eras. The public will be most welcome to attend this extraordinary weekend of motor racing.
Wayne Wilson
President - Historic Sport and Racing Car Association
SYDNEY CLASSIC
12-13 JUNE 2021
25 BRABHAM & RALT CARS
SYDNEY MOTORSPORT PARK
HSRCA
16

Answer to last months "Now who Said That?"



Last months quote was

"I'm ready to stop my start watch!"

The answer was of course Murray Walker. Evan Jones returned to his winning position with the correct answer whilst Alan Pate was only a few minutes behind also 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

"It was about as useful as an ashtray on a motorcycle"

And remember, the quoted person is mentioned somewhere in this newsletter and he is a famous Australian and its not Jack Brabham

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
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 Tenterfield
	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
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	11.30am	Steam train ride followed by lunch
	Sunday, October 17, 2021	All British at Kings	9.00am	The Kings School Parramatta
	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)

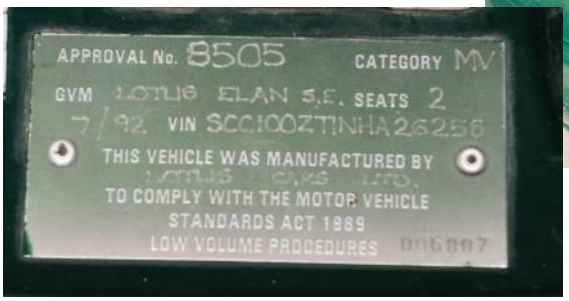


British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus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

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





