JUNE 2021



Chunky's Chatter

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



Inside this issue

- Sprite Car Club holds our first CSCA Night meeting.
- A sprightly Hazel Chapman turns 94.
- The twin cam Europa turns 50.

Club Lotus Australia
June 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 CLA Member Len Goodwin at Warwick Farm many years ago. Photo from Alan Pate, from Len and initially from Marc Schagen.

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



Charging hard for the middle of 2021 already, and so far it's shaped up to be a much more normalised year than the last one. At least (being very parochial for a moment) in NSW anyway.

Of course the situation is vastly different in India and the Philippines, and our thoughts go out to all those with friends and families in those countries.

However, the gradual easing of restrictions here has allowed lots to happen, all over the place - the ACT crew have been very active, in WA there have been a number of gatherings, and here in NSW it's starting to feel like a gradual return to a new normal.

For example, May saw the first of our renewed Shed Tours get underway, and a small but very welcome and friendly band of brothers and sisters met in the Roskill Taj Garage (christened such by Mrs. R, not so much for its size, but for the cost of digging it into the hillside!); Manoosh's finest pizzas were washed down by fizzy pop of various sorts - many thanks to Mel and Gino for sourcing those at the last minute.

This month we are visiting Pete Walker's Shed(s) for a BBQ on **Tuesday 15th June**, from **6.30pm**. Full details on the members part of the website, or ping me for the address.

Motorsport is also getting back into the swing of things, with the CSCA round 3 taking place at the Amaroo circuit at SMSP, under lights, for the first time (for CSCA). It was a great evening of fun and laughter, both on and off the track. Full details in Seth's excellent report on the website.

Over the weekend of 12-13 June the HSRCA is holding possibly the largest historic motorsport gathering since the days of the Tasman Revival; over 200 entrants are already entered, and in celebration of the life of Ron Tauranac, there will be a sizeable presence of Brabham and RALT cars both competing and on display, including Jack Brabham's BT-19 championship winning car from 1966 (the only time in F1 history where the championship has been won by the owner and driver of the team!) which will be driven over the weekend by Jack's grandson Sam. Please do come along to join in the fun in the paddock and pits. Tickets for spectators are available on Eventbrite here: https://www.eventbrite.com.au/e/2021-hsrca-sydney-classic-tickets-152457080231

Also upcoming are the next of the SSC LOTD days (at Wakefield Park on July 10th), and the Targa Great Barrier Reef has opened for registration for those who fancy some fun in the sun this winter!

Planning is now also underway for what we hope will still be allowed to be our replacement of the Tour of Tasmania, now rechristened the Lotus Breakout, over the weekend of **September 4-5th.** An EOI will be issued shortly, and we are planning on capping the number of cars at around 25-30, so get in quick!

Finally, and importantly, we recently asked you all to review and vote on the current draft of the revised **Constitution**; please could we ask that you respond to Anne Blackwood's email one way or the other so that we can progress this important document; if you are happy with its current form, please respond to her email with a Yes. If you have concerns, please note them down and we will endeavour to address them.

Here's hoping for a continued return to a sense of normality, and of course as always, stay safe, upright and (mostly) on the blackstuff,

Pip pip

Ashton

From the Editor

Tom Devitt



Welcome to the June edition of Chunky's Chatter

This month, our cover shows a very young Len Goodwin racing his Lotus Elan at Warwick farm too many years ago to remember. Len was a very successful campaigner in his little silver topped Elan 73-777. As you probably know Len is still punting an Elan, this time a 26R replica owned and prepared by Alan Pate and still winning classes. You can see a photo of Len in the beautifully prepared Elan at the recent SCCA Night meet for the latest round of the CSCA inside this newsletter. This article starts on page 14 and is written by Seth Reinhardt and gives a great feeling of a fabulous night of Motorsport and fun!!

As Ashton mentioned in his column, please remember to vote to amend the constitution Yes or no. We need this matter resolved urgently, so f you have not voted please do so now. The original modified constitution was sent to all members by Anne Blackwood in early April this year as an email.

Marvelous to see Hazel Chapman still going strong at 94 her support for Colin helped keep the company going through very many hard times. I suppose we all speculate what the company would be like if he had lived, but I think the DeLorean fiasco would have probably seen the end of the company. This also probably would have anyway if his faithful Financial Controller Fred Bushell had not taken it in the neck for Colin.

Absolutely fabulous adventure form Ed Holly recalling the story of he and his mate's recent annual pilgrimage to Winton via the snow fields. Ed has a remarkable history and memory of all matters concerning Australian motor racing and his storied are a delight to read.

Tom



CLA President Ashton Roskill with hie unique head-light checking the oil in his Lotus Elite at the CSCA Night meeting.

LOTUS PHOTOS: CARRS PARK FOR TYRE KICK AND COFFEE 9TH MAY



Don't forget to vote for our new CLA Constitution

Anne Blackwood sent out an email in April asking for your vote

Please get back to her with an answer urgently

Hazel Chapman turned 94 recently

On 21 May Hazel Chapman turned 94. To describe her as merely 'Colin Chapman's wife' is to do her an incredible disservice; in reality she is the co-founder of Lotus, a successful racing driver, a shrewd businesswoman and the rock upon which the Lotus foundations – since 1948, when the very first Lotus car was made – have been solidly built.

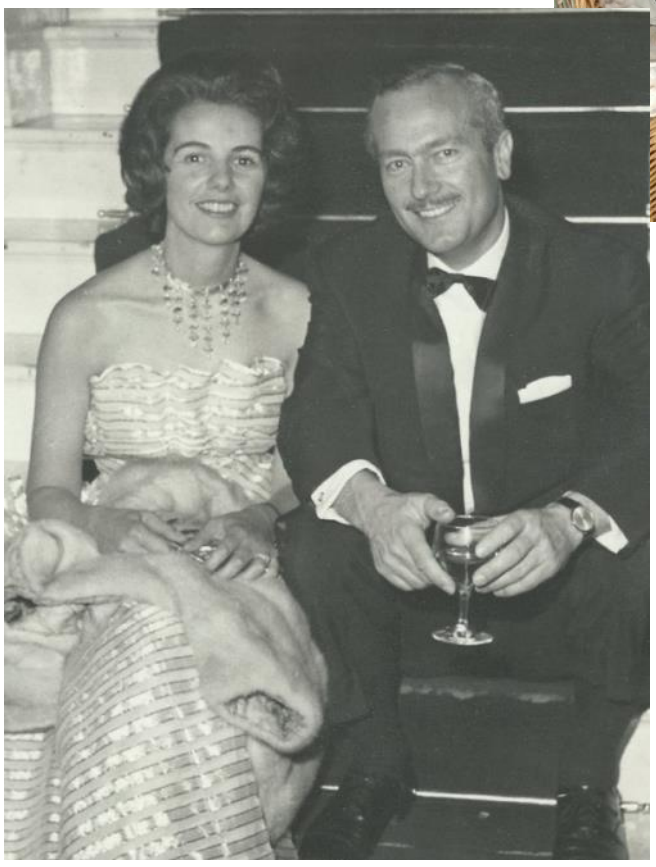
Hazel Williams was born on the 21 May 1927 in North London. She met Colin Chapman at a dance in 1944 when he was just 16 and she a few months older. They immediately hit it off and Hazel could immediately see something special about her new boyfriend.

While Colin was studying at University College London, he would regularly give Hazel a lift to her place of work in nearby Warren Street. Colin would always try to set a new course record for the journey.

As the couple's relationship developed, Hazel's parents allowed Colin to a build what became the first Lotus in their lock-up garage at the back of their house in Hornsey. Electricity came via an extension lead stretched between the two.



Hazel on her 94th Birthday



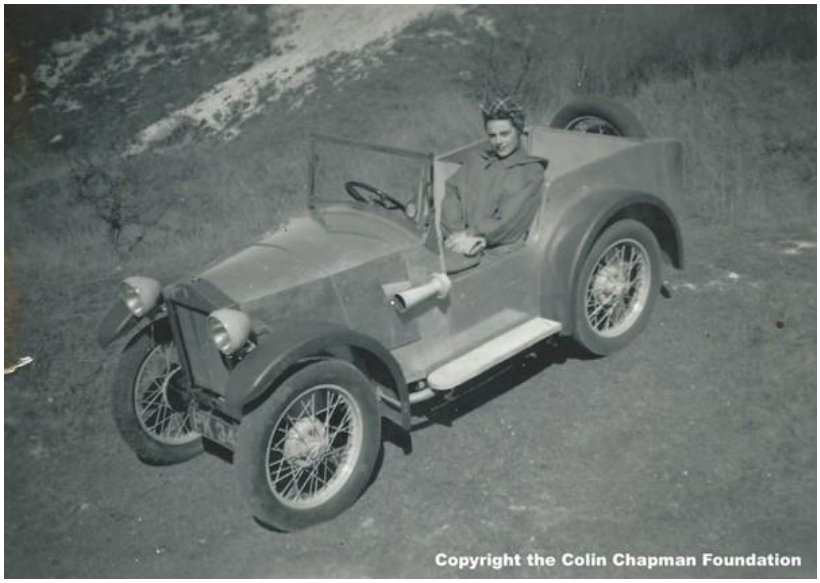
Hazel and Colin Chapman

Colin had by then gained a commission into the Royal Air Force, so Hazel continued with the building of the Lotus Mark 1 and then the Mark 2. He left her a list of jobs he thought could be completed by his next period of leave.

Competition success in races entered by Hazel and Colin resulted in new commissions for their automotive services. With Hazel's commercial acumen, their first Lotus business was formed on 1 January 1952. It became a limited company later in the year, funded by payment of £15 from Hazel herself.

Hazel and Colin married in 1953 and as the business

grew Hazel took a seat on the board of a number of their companies, including Lotus Cars, Team Lotus and Lotus Components.



She was not only an astute businesswoman but took on a matriarchal role within the organisation, the epitome of the phrase 'Behind every strong man is a stronger woman'. She prided herself of working with or meeting almost every Lotus Formula 1 driver right from the start, iconic motorsport names from Cliff Allison, Innes Ireland and Alan Stacey through to Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ayrton Senna and more recently Kimi Raikkonen.

In Team Lotus' F1 racing heyday during the 1960s and 70s Hazel was often photographed with a stopwatch on the pit wall at Grands Prix around the world, seen with Betty Hill, Nina Rindt, Helen Stewart or Sally Stokes (Jim Clark's girlfriend).

While that was an important job, she was far more than a lap-timer. Her contribution to Lotus, and motorsport more generally, is often underplayed. She was a founder of The Dog House women's motorsport club (the current chair is Jodie Kidd). Her involvement in the development of the Lotus business was almost without equal at the time, in a world where women so often played second fiddle to their husbands.



A recent photo of Hazel with her son Clive Chapman

Widowed in 1982, Hazel recognised that Lotus Cars needed new ownership to secure its future. But she chose to retain Team Lotus and entrusted Colin's loyal cohorts to face the challenge of racing without him. This they did in grand style, winning Grands Prix and maintaining the Lotus tradition of innovation in Formula 1, most notably active suspension which was developed together with Lotus Engineering.

Hazel Chapman is a Director of Classic Team Lotus and maintains a close interest in all things Lotus. Tradition dictates that she is always shown the latest Lotus road car prior to it being unveiled to the public. That wonderful custom continues to this day, and she viewed the Lotus Evija with her son Clive Chapman two weeks before its debut in July 2019.

Extracted from the Lotus forums

Max Mosley, the former president of motor-sport's world governing body, FIA, has died at the age of 81.

Mosley became FIA President in 1993 and served four terms before standing down in 2009.

His successor and current FIA President is Jean Todt

He was the youngest son of Oswald and Diana Mosley, Oswald was the leader of the British fascist movement in the 1930s, and was a strong campaigner against WW2. Even worse, Diana and Unity his elder sister were friends of Adolf Hitler.

Post war, Max led a rather normal life and in 1960 whilst still at university he married Jean Taylor an old family friend. In 1961 it all changed for Max when Jean managed to wrangle a couple of tickets to the Easter meet at Silverstone and the International Trophy race. Mosley was hooked immediately.



Max Mosley in 1968 in his newly acquired Brabham

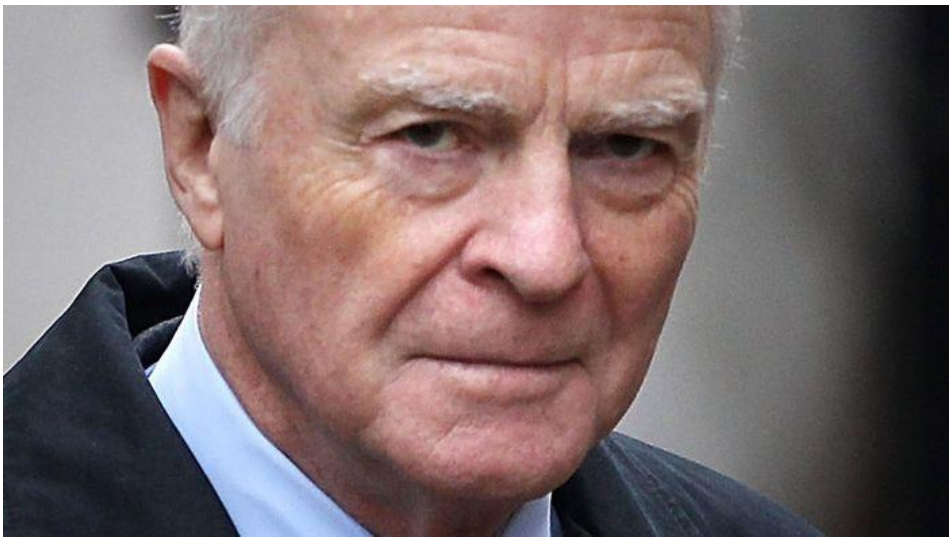


Max Mosley, Michael Schumacher and Prince Albert on the Monaco Grand Prix podium in 2005

He soon purchased a second hand Lotus Elite but was quickly looking for something a bit faster. After almost getting a Lotus seven he settled on a U2 (a seven type clubman).

But by 1968 it was now Formula 2 that beckoned Max. Early in the year he collected a new BT23C from the Brabham factory. Ron Tauranac came out of his office to say hello, Max remembers "For me it was like meeting the Pope" He went testing at Snetterton and whilst there in his words " I came up behind a formula ford that was surprisingly even irritatingly fast……. Back in the paddock the driver of the FF got out dressed in scruffy jeans and wearing rubber phimoses shoes… This was my first encounter with James Hunt".

His first race of the year was at



Hockenheim and it was raining. He recalled how amazing it felt sitting on the grid with 2 world champions he had seen on his first glimpse of motor racing back in 1961, Graham Hill and Jim Clark. But once the race started Max felt immediately out of his depth. " I found myself blinded by a thick spray, I tried to keep in the road by looking for the tree tops above the spray. … in front of me was Graham Hill……I decided if I never did anything else I had to overtake him" Slipstreaming Hill into the very fast back straight, he pulled into clean air and Grahame's car loomed very close out of the fog. "I crept slowly past. We were both traveling at about 170mph. I caught his eye as I got alongside.." Mosley finished 11th and Hill 12th.

In the pits, as he got out of his car, someone came up to Max and speaking in German, asked him if Jim Clark was dead. He knew there had been an accident as he had seen an ambulance on a very fast part of the track. Clark's death had a profound effect on Mosley as it did for most of the other racing drivers at the time and he really challenged if he should be doing this at all.

Max later sold the Brabham for a Lotus 59 in which he had little success and a couple of accidents. But a new adventure was on his mind, and he co-founded March Engineering, the original founders being Max Mosley with Alan Rees, Graham Coaker and Robin Herd (There is some contention here as Mosley in his autobiography says that the name was a combination of surnames MRCH and the A was added to but a vowel in the name). The idea was to produce F3, F2 and F Ford racing cars for sale and with the profit form this venture, in time move into F1 as a team.

March placed five cars in the 1970 Formula One season and finished third in that year's constructors' championship. The team continued as a minor player until 1977.Mosley's position with March led to an invite to meetings of the Grand Prix Constructors' Association.

In 1974, he helped create the new Formula One Constructors' Association along with Bernie Ecclestone and other leading lights. Here, the race organisers paid a certain amount every year and in return FOCA guaranteed to deliver 20 F1 race ready cars for the coming season. To do this they had to negotiate with the F1 teams that they had cars that wanted to race and were within the FIA race rules.

Mosley continued his involvement in motor sports through the 1980s, becoming president of the FISA Manufacturer's Commission.

In 2008 the News of the World newspaper came out with a story alleging he was involved in a sado-masochistic orgy with five prostitutes that involved Nazi role-playing. Max successfully sued the newspaper and a British court found that there was no Nazi element to the incident and ordered the tabloid to pay Mosley damages in compensation in the privacy case.

TD

Phil Moore, long time Lotus owner and Australian Sportscar Champion died Recently

Andrew Stevens sends us this Vale

It is with great regret that I pass on news of the death last week of Phil Moore, racing driver, long time Lotus enthusiast, and all-round nice guy. His email address was a nod to his prowess in sports cars, and his early allegiance to Elfin Sports Cars, the Edwardstown racing and sports car manufacturer established by Garry Cooper. He was one of the last links to the earliest days of Lotus in Australia, with involvement back to the 60's.



Phil Moore dives down the inside of Lionel Ayres to take the lead at Sandown in 1973 (Australian Motor Racing Year).

He acquired his Lotus 7 back in 1967, and first rose to prominence on the car racing scene in 1970 at the wheel of an Elfin 300C sports car, finishing 2nd outright in the three round Australian Sports Car Championship. The following year, he and his friend Henry Michel upgraded to near identical Elfin 360 Repco sports cars, powered by 2.5 litre Repco V8's made redundant by the change of Tasman series to F5000. Phil and Henry became known as the "Elfin 360 Repco twins", with their white cars parked side by side in the pits, and competing in the increasingly competitive championship against the likes of John Harvey, Alan Hamilton, Frank Matich and Lionel Ayers.

In 1972, Moore finished 3rd, behind Harvey in the Bob Jane McLaren, and Hammo in the works Porsche 906, with Michel equal 4th. In 1973, Phil engaged in a season long duel with Lionel Ayers (5 litre Repco powered Renmax) in the Australian Sports Car Championship. They went into the final round, a night meeting at Oran Park with Phil holding a one point advantage. He went on to win his fourth round for the year, securing the championship.

In 1974, his friend Michel won the championship as Phil competed in the Australian Drivers Championship (Gold Star), in a third Ansett Team Elfin MR5 F5000. In a field that boasted Kevin Bartlett, Max Stewart, Elfin boss Cooper, John McCormack, John Leffler and Warwick Brown, Phil finished third overall, the best placed of the Ansett Elfin team drivers.

While Phil didn't pursue his top line career further, he never lost the bug, and continued to enjoy a range of fast sports cars, on track and at tarmac rallies, including the Targa Tasmania. He was a regular participant in the monthly Lotus runs in his very tidy and "not quite standard" Lotus 7, turning up in his well used yellow driving jacket and flying helmet, usually sporting a big grin. Phil delighted in telling people that he'd owned the 7 for 53 continuous years, and of the joy that driving it gave him. He was sharp as a tack, and could regale interested listeners with stories from the earliest days of Lotus in Australia. He continued to enjoy the midweek "spirited" drives with his Sporting Car Club mates, and was always good for a chat, or to correct the record about his racing history.



RIP Phil. Our condolences to your family and friends.

A LONG DRIVE

By Ed Holly



Rod and I just completed our 6 th yearly Winton drive this last weekend. Both cars behaved faultlessly over the 1164 miles recorded from home to home. Our first one was 2015 then every year except last due Covid. Leaving Sylvania BMW where we met, at 0450 (Friday) our first stop was Goulburn for fuel and a Maccas refreshment, then Cooma via the Braidwood road where fuel topped up again. A quick stop at Bombala to recheck with locals the state of the Delegate to Orbost road and then to Delegate, the road here was very nice. Delegate – I am pretty sure I found the garage that caused me to get the biggest belting from my Dad ever, Rod and I spoke to the 3 rd. generation owner mechanic of the local garage there at length. I remember getting on a tractor and pushing and pulling levers and pedals and it rolled forward hit a Mk2 Zephyr the engine which was sitting in the engine bay fell over etc. etc. not pretty. That was about 65 years ago, I was about 7 or 8. Had a very ordinary burger from the "award winning" Delegate café for lunch. Leaving Delegate the sign said 108km with that wiggly line representing very windy road ! I reckon the longest straight bit was not longer than a hundred yards over those km, huge trees the 12km of dirt was a bit harsh and corrugated, but the Elans took it in their stride. Eventually Orbost smooth roads and Lakes Entrance for the overnight. 442 miles covered (712km) Next day a doddle just up to Wangaratta via lunch at Gapstead winery. But before then via Mt Hotham – what a magnificent place, unlike other ski fields the resort is at the top of the mountain – I think Rod said he and Liz have skied there 3 or 4 times, says a very nice place to ski and the resort in the winter is always covered with snow unlike Thredbo and Perisher where the resort is at the bottom of the mountains. Sunday – down to the Winton Historic race meeting. Missed out last year didn't run cause of Covid. The older traditional fields were strong, some of the more modern categories a bit less so and the spectators seemed a bit less. Caught up with a lot of guys not seen for a while. One of them Nick McDonald was driving his Dad's Repco Holden – a beautiful 1950's racing car Ian his Dad has owned from 1978 – and won a LOT of races with. Chatting with Nick he said he was forgoing the handicap to save the car for the main event as it was leaking water from the head gasket under the Repco HI Power head. I said I had some K-Seal with me and he was welcome to that if he wanted it. Told him it worked a treat on the Skoda motor when it developed a leak to the outside from the head gasket after installing it at the Sharks when the engine was warm and by Kurnell had stopped and not leaked again. So I gave it to him and he used it. Rod and I stayed and watched his race which had a very nasty incident at turn 1 first lap when a 1950's clubman type rolled multiple times into the dirt ending up upside down. So the red flag came out and the cars marshalled into pit lane. Now for those that don't know – this is a worst case scenario for an open wheeler – with no fan to



Nick in the Repco-Holden



John Ellacott photo of the start of the first ever race Warwick Farm, the Morgan here 2 nd



The Morgan that ran and won the very first race at Warwick Farm driven by David McKay

cool the engine, managing the engine heat is a big part of racing these cars even in cool weather and with the internally leaking head gasket problem and unknown how good K-Seal fix was, well not good. It took about 15 minutes to get the guy out (he is ok thank goodness a bit battered and bruised though) and the cars did another warm up lap with Nick on pole leading them. Nick also had a slipping clutch so got swallowed up on the line by a Jaguar XK120 powered sports racer and the also drop-dead gorgeous Prad Holden – also with a Repco head. End of first lap in front of the Prad 2 nd lap in the lead by about 50 yards. At race end after about 5 laps, (race shortened) Nick was 2- 300 yards in front. Heard from both him and his Dad later that the Repco Holden DIDN'T USE any water, at all, a vastly different story to the first race which Nick also won, where it threw out about 1.5 litres into the catch tank.. So if you ever have a water leak – think of this product. https://www.kseal.com/au/products/k-seal Bottle is only 75mm square – Back at the motel that night we met the guy who had the Morgan that ran and won the very first race at Warwick Farm driven by David McKay and which pipped for the win the Austin Healy 100 driven by Bob Cutler. When we pulled up the day before, I said to Rod – wonder why the Scuderia Veloce badge on the side of it … now know why! The owner / driver NEVER puts the hood up – the -1 degree drive to Winton the day before would have been bracing as any winter driving would be. Have to admire his constitution – and he was about my age. Oh and 2 other things .. Rod's Elan debuted at Catalina 26th January 1964 but started from rear of grid because the driver Terry Boom was a bit worse for weather from the night before and missed practice – so started from rear of grid – got up to finish 2 nd or 3 rd. behind this car driven by Ken Ward and the Turner of





Finally, the Elan gave 38.1 mpg, Rod with his big race motor only managed around 42 mpg he reckons it's the driver – my thoughts are it is his 150kg advantage and 3.55 diff v my 3.9

Wal Donnelly in the mix. A week or two later, this car had a coming together at Sandown with Rod's Elan virtually writing off the front of it, maybe that's why Rod didn't mind it separated by my car here. A small world See https://hsrca.com/2020/12/remembering-warwick-farm-on-the-60th-anniversary-of-its-first-race-.meeting/, Yesterday home bound – Wangaratta 0650 – Corryong – just short of Khancobin high road to Cabramurra – Kiandra – Cooma – Home. Lots of snow evidence along the high road – gets closed in a week for winter, you cruise one section above 5,000 foot for 12 miles ! The day's journey was the big one, 480 miles or 773 km. Not sure about Rod, but I slept pretty good. Ed Holly

Lotus at Goodwood 2021

The Central Feature at the 2021 Festival of Speed presented by Mastercard will celebrate Lotus.

- Lotus to be celebrated as Central Feature marque at the 2021 Goodwood Festival of Speed.
- The Central Feature will head in a new direction to provide an immersive customer experience on-event and from home.
- The Goodwood Festival of Speed presented by Mastercard will take place 8-11 July 2021.

From the first sculpture in 1997 to the present day, the Goodwood Festival of Speed has become known for its creative and daring Central Features, which celebrate the greatest achievements of a different manufacturer or milestone each year through art.

Lotus was last selected as the Central Feature marque in 2012, with a 3D infinity loop sculpture that celebrated the singularity of purpose of a Lotus race car. However, this year's sculpture will take an exciting new and immersive direction. It is being created using an entirely new design philosophy; while the sculpture itself is guaranteed to be just as visually stunning as previous years, it is also set to be more interactive and accessible for those joining from home.

This new approach aligns perfectly with Lotus' development of innovative technology and its engineering-led approach to design and manufacturing, as well as complementing the long and often intertwined histories of Goodwood and Lotus.



Among the many records broken by Lotus, the Type 25 still holds Goodwood Motor Circuit's period lap record. In the course of winning the last ever Formula 1 race at Goodwood, on Easter Monday 1965, Jim Clark in a Lotus 25 tied for fastest lap with Jackie Stewart, in a time of 1m 20.4. The record stands as a tribute to the skill and bravery of the drivers and to the passion for lightweight engineering and innovation that thrives at Lotus to this day.

At this year's event, Lotus will give a public dynamic debut to the Emira, its all-new and eagerly anticipated sports car. Developed as part of the ongoing transformation of Lotus which has captured the imagination of car enthusiasts worldwide, the Emira will set new standards of technology, comfort, functionality and everyday useability for Lotus. It goes into production later this year at an all-new manufacturing facility at Hethel, Norfolk – the home of Lotus since 1966.

Commenting on the announcement, the Duke of Richmond said, "We are delighted that Lotus will star as the Central Feature at this year's Festival of Speed presented by Mastercard. Lotus cars raced with great success at Goodwood throughout the 1950s and '60s, including setting the ultimate lap record in 1965, and this year's Central Feature will serve as a fitting landmark to their past, present and future achievements. The sculpture looks set to be one of the most dramatic and futuristic yet, bringing in elements of interactivity for modern audiences that align with Lotus' future-facing attitude and outlook."
Simon Clare, Executive Director, Marketing, Lotus Cars, added, "Everyone at Lotus is very excited by the opportunity to be the Central Feature at the Festival of Speed. This year is a hugely significant one for the transformation of Lotus, and to be giving a public dynamic debut to the Emira at a location so closely associated with Lotus' success and spirit of innovation will be great for those who can attend, physically or virtually."

Round 3 CSCA , a night meeting run by Sprite Car Club Australia

By Seth Reinhardt



Saturday the 8th of May saw us forgo the usual weekend evening festivities to suit up, get some tyres melty and catch up with our friends in the CSCA at round three of the 2021 CSCA series, held under lights on Sydney Motorsport Park's Amaroo circuit.

This was the first time the series ran under lights, making use of the circuit's new lighting set-up, which became fully operational earlier this year. For many competitors it was their first night sprint, and an opportunity for some to check that their classics or track specials had working lights of their own.

Conditions were near perfect, and everyone seemed to enjoy the atmosphere as we spent the evening chatting and working on the cars in between runs. We even enjoyed a bite to eat, with thanks to Ashton who later discovered that while the bite was fine, the preparation was not so much. Next year we'll order in!

65 sprinters started, with twenty of those doing so under the Club Lotus Australia banner. Stephen Hooker continued his clean sweep of the 2021 series, setting a 1:02.12 in the Jedi Mk. 4 for fastest lap of the day.



Following Simon MacPhearson from the Newcastle MG Car Club, our quickest Club Lotus Australia driver was last year's champion Richard Wodhams. He navigated the short, twisty and undulating layout in 1:03.02 for third fastest and first in P2. Sadly some issues prevented him getting the full set of available laps in, but he made good use of those he did!

Mark Meletopoulo and Colin Rudd followed Richard home, claiming first R2 and first M2 on a 1:03.24 and 1:03.31 respectively. With the CSCA sprint only getting under way from 6:30pm, Colin chose to make a day of it by running at a BMW Supersprint during the day and

then shifting across to our night sprint. With the event offering four sessions and running until just after 10pm, this was huge effort by him!



Christopher Daniel set a 1:04.09 for seventh overall in his 2014 Lotus Elise S, while Graham Allen completed the top ten on a 1:05.71 in the 2018 Elise. Christopher Pearse was a photo finish behind, lapping the circuit in 1:05.74 in his Exige S for first P3.

Mel Valdes had her best ever placing on the night, running a 1:06.03 in the 2007 Exige S she shares with Gino Valdes. This also marks the first time Gino followed her on the time sheets, setting a 1:06.15 in the same car.

Sadly, we didn't get to see the best out of either driver after they had a drive shaft failure during Gino's second run, which cut their evening short. Both drivers expressed their thanks to the Lotus crew who helped them push the car out into the car park and onto the trailer.

Len Goodwin managed to sneak the gorgeous Elan 26R in between the Valdes team's times, setting a 1:06.11 for second in CD1.

Hubert Chau is another driver moving steadily up the tables. In his first event on the layout, he steered his 2002 Subaru WRX to a 1:06.52. Peter Deller did a magnificent job muscling the Commodore around the challenging layout just a fraction slower on a 1:06.59. He had the run on brother John, who managed a 1:07.47 despite only getting half the laps in.

Illicit barbecuist Ashton Roskill also faced mechanical maladies during the evening and wasn't able to complete all available laps, but still managed a quick 1:06.85 in the Elite while occasionally using all four wheels to do so.

Rex Mellor put in a 1:07.38 in his Toyota GT86 for second M1, while Lachlan Klumper (Mazda MX5) and Derrick Cho (Honda Civic) enjoyed their first outing on the Amaroo circuit and were closely matched, setting a 1:11.42 and 1:11.66 respectively.

Anthony Schinckel set a 1:13.32 in his 2013 BMW M135i. Two new CSCA competitors followed, putting in a great effort to tackle their first sprint on a challenging layout under lights. Philip Vorn steered his 2011 WRX STi to a 1:14.60 and Sean Yap set a 1:14.78 in a Renault Megane GT.

Tina Cho was also new to the South circuit, learning under lights, and piloted her 2016 WRX to a 1:18.56.



Thanks to the Sprite Car Club of Australia organising and hosting a smooth and very enjoyable evening! Thanks as well to all of the drivers, friends and family who took part. It's awesome to see so many new people coming out to enjoy their cars and the wonderful CSCA community.

After a packed two months of motor sport, we have a little break until round four of the series, which will be hosted at Pheasant Wood Circuit by the MG Car Club Newcastle on Saturday, the 17th of July. See you there!

40 Years ago Lotus featured in its second James Bond movie, *For your eyes only* with the turbo Esprit

So successful was the submersible Esprit used in 1977's *The Spy Who Loved Me*, Lotus were chosen again to supply 007's personal transportation for this latest escapade *For your eyes only*, and the recently launched Esprit Turbo was considered the ideal choice.
Released in February 1980, production of the Esprit Turbo began three months later. It used a 2.2-litre engine with a Garrett T3 turbocharger and twin Dell'Orto carburettors. The chassis had been redesigned to accommodate a number of improvements including more sophisticated suspension.
Lotus supplied a pair of Esprit Turbos for the film *For Your Eyes Only*. The first, chassis 10858, was the company's original prototype. The second, chassis 10930, was an early production car.
When filming moved to the Italian ski resort of Cortina the producers thought a darker shade of bodywork would show up better against the snowy backdrop. Both cars were sent back to Hethel and repainted Copper Fire Metallic with gold stripes and decals. At the same time they were fitted with a pair of custom ski racks mounted over the engine cover.
As usual of course 007's cars had to have lots of fancy tricks One of the Q Branch upgrades was a self -destruct system. It consisted of four C4 explosive packs, magnetic seals on the doors and boot plus a set of vibration sensors.
Produced on a budget of $28m, *For Your Eyes Only* premiered on June 24th 1981 and went on to gross $195m at the worldwide box office



Thirty five years ago, on June 22 1986, Ayrton Senna drove to his 6 Lotus F1 victory winning the Detroit GP



Ayrton Senna started on pole and finished with a well deserved win, the sixth of his career. The race saw six lead changes among five drivers, and the victory for Senna began a patten that would see him take five United States Grand Prix wins in six years. It would be the 6th GP win driving for Lotus.

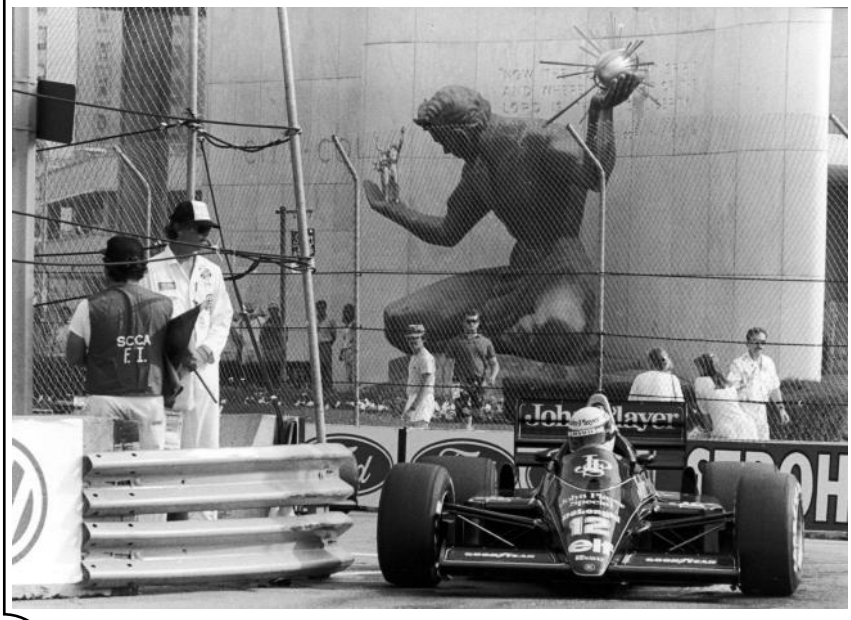
American Eddie Cheever, in his only F1 race of that year, took Patrick Tambay's seat in the Carl Haas Lola, as Tambay was still recovering from his Montreal injuries.

As expected, the drivers had difficulty finding grip on the street circuit in Friday's sessions, Williams-Honda driver Nigel Mansell, Senna's main rival, was the only one under 1:40, putting in two outstanding laps on race tires. On a Saturday, Mansell and Senna stayed in the pits, waiting until halfway through the one-hour session to take the track. Senna came out on qualifiers, managed to get a clear track, and clocked a course record 1:38.301. Mansell was balked on his run on the fragile qualifying tires when Alain Prost crashed in the chicane. This meant Senna had the pole by more than half a second.

Race day Sunday was hot and humid with a chance of rain. At the start, Senna led Mansell into the first corner, and René Arnoux's Ligier-Renault ahead of Nelson Piquet in the second Williams.

Beginning lap 3, Senna missed a gear coming into Turn One, and Mansell's Williams flew by into the lead.

By the end of lap 5, Mansell's lead was 4.3 seconds, but it wasn't going to get any bigger. His rear brake pads were too cool and had become glazed, and Senna was able to draw back up to him. By lap seven, he was right on his gearbox, and on lap 8, he retook the lead.



Senna immediately began to draw away, while Mansell slipped back through the field. On lap 14, with a 6.5 second lead, Senna suddenly ducked into the pits with a slowly deflating right rear tire. Despite a quick change, he re-entered in eighth place, twenty seconds behind the new leader, René Arnoux.

Arnoux held the lead for just three laps before having to pit for new rubber. His Ligier teammate Jacques Laffite, running with harder compound Pirelli rear tires, moved into the lead. At age 42, it was Laffite's first time to lead a race in more than three years, and the last time in his

career.



After his stop on lap 14, Senna had begun to carve his way back to the front, He passed the struggling Ferraris of Michele Alboreto on lap 15, and Stefan Johansson on lap 17. He then passed Arnoux when he made his tire stop on lap 18, Prost's McLaren-TAG on lap 28, and Mansell on lap 31. Piquet passed Laffite to become the race's fifth different leader. Senna reached second just 1.7 seconds behind Piquet by passing Laffite, who then pitted for tires.

With the two of them in front on their own, and Piquet leading by up to 3.5 seconds, Senna was content for the time being to follow his countryman. After eight laps in the lead, Piquet pitted for tires. Senna regained first place and then also pitted. Piquet's 18.4 second stop was even slower than teammate Mansell's had been, but when he returned to the track, the two-time champion got the bit between his teeth. Running second behind Senna, Piquet set the fastest lap of the race on lap 41, but with a pit stop ten seconds quicker than Piquet's, Senna was able to retain the lead.

On the 42nd lap Piquet trying a bit too hard crashed at the left-hand corner before the last chicane. He ended up in the tire barrier, unhurt, but with his car in a very precarious position. The crane, present for just that reason, was unable to move the car. Arnoux, now 16.6 seconds behind in second, took a second a lap off Senna's lead for five laps while a yellow was displayed in the corner where Piquet had crashed. As soon as the yellow flag was gone, Arnoux went wide and hit Piquet's abandoned Williams The Frenchman decided that his car was not damaged, and attempted to rejoin the field, but did so right in front of Thierry Boutsen's Arrows-BMW, sidelining both cars.

Unusually, these three – Piquet, Arnoux and Boutsen – were the only drivers to retire due to accidents during the race.

With 17 laps to go, Senna led Prost by 27 seconds, but the McLaren's TAG engine was cutting out under braking. Laffite was able to close as Prost struggled, and quickly the Ligier moved by into second place. Senna came home 30 seconds in front for his first victory in the United States, the and the only American win for the Renault.

This year marks the 50th anniversary of the release of the Lotus Europa Twin Cam



In 1971, the Type 74 Europa Twin Cam was released, with a 105 hp 1,557 cc Lotus-Ford Twin Cam engine and a slightly re-designed body to improve rearward visibility. Initially it was available with the same Renault gearbox as the earlier cars but in 1972 a new stronger Renault four-speed gearbox (Type 352) was introduced. Mike Kimberley, who rose to become chief executive of Group Lotus, then a new engineer at Lotus, was appointed Chief Engineer of the Europa TC project. 1,580 cars were shipped as Europa "Twin Cam" before Lotus switched to a 126 hp "Big Valve" version of the engine.

In Europe and rest of the world markets, the Big Valve "Europa Special" version was fitted with Dell'Orto carburettors, it also offered a new Renault five-speed (Type 365) gearbox option. It weighed 740 kg (1,631 lb.); *Motor* magazine tested a UK Special to a top speed of 123 mph (198 km/h), recorded a 0–60 mph acceleration time in 6.6 seconds, and ran the 1/4 mile in 14.9 seconds. In the US version of the Europa Special, where the Federalized version of the Big Valve had already been introduced earlier in the Twin Cam model, the only changes were larger brakes and the optional five-speed gear box which would become standard on the special in 1974.

Introduced in September 1972, the first 100 Big Valve cars were badged and painted to honour the Team Lotus's 1972 F1 World Championship title win with John Player Special as sponsors, all with five-speed gearbox, these were all black with gold pin stripe matching the livery of the GP cars – plus a numbered JPS dash board badge, becoming the first ever John Player Special commemorative Lotus automobile. The "Special" name and colour scheme was planned to be dropped after the first 200 cars, reverting to the Twin Cam name, but such was the positive reaction to the new car that the name and pin stripe scheme remained until the end of Europa production although colours other than black were made available.



2 of the original design team Chris Dunster and Mike Kimberly outside Kettering-ham hall

In the end the numbered plaque distinguished the first, original, 100 JPS cars from other black Europa Specials.

In total 4,710 Type 74s were produced, of which 3,130 were badged "Specials".

DAVID, LOOK WHAT YOU'VE DONE!
Jason Perkins sends us this article



I spent a lot of time on the title for this piece, other titles were, 'If you're going to have a midlife crisis, make it a good one', 'Did I just buy my dream garage… and it's orange!', '14 cylinders, 2 turbos and 1 supercharger', and my personal favourite, 'An open apology to my ex, for all the times I complained because you couldn't decide between two pairs of shoes so you bought both (which happened A LOT) …I now understand'

But I landed on blaming/thanking (time will tell which one), a long time Lotus owner and occasional writer for the chatter, for the rabbit hole he has sent me down. Some may know Mr Leaney and his beautiful John Player Special Evora purchased from another Lotus tragic, Francis, but it was the purchase of the JPS car that put David's Silver Evora S up for sale just a few suburbs away from me. One look and a test drive with David at the helm going around some of Canberra's famous round-a-bouts and I was sucked in hook, line, and sinker.

What a drivers car (there's a slogan in that I think) and not long after I have completed the High Country Targa, raced around Bathurst and Wakefield, and competed in the SDMA Hill Climb… so much fun and maybe one day I'll expand on these wonderful experiences in another write up, but it must be said, a huge thank you to all the guys at SSC for making it so easy to give wanna be racers like myself the opportunity to do some of these things #lovethelotuslife #sdma



But this doesn't explain O1 & O2, O is for Orange and hopefully this doesn't infringe on the copywrite of the bananas B1 and B2. This is where David comes back into the picture, for all his modesty David is a really good driver (class record time on the hill), but one day he made the flippant comment that he masks his inability to drive with faster equipment. And that really got me thinking, could that theory work in practice for me!!!

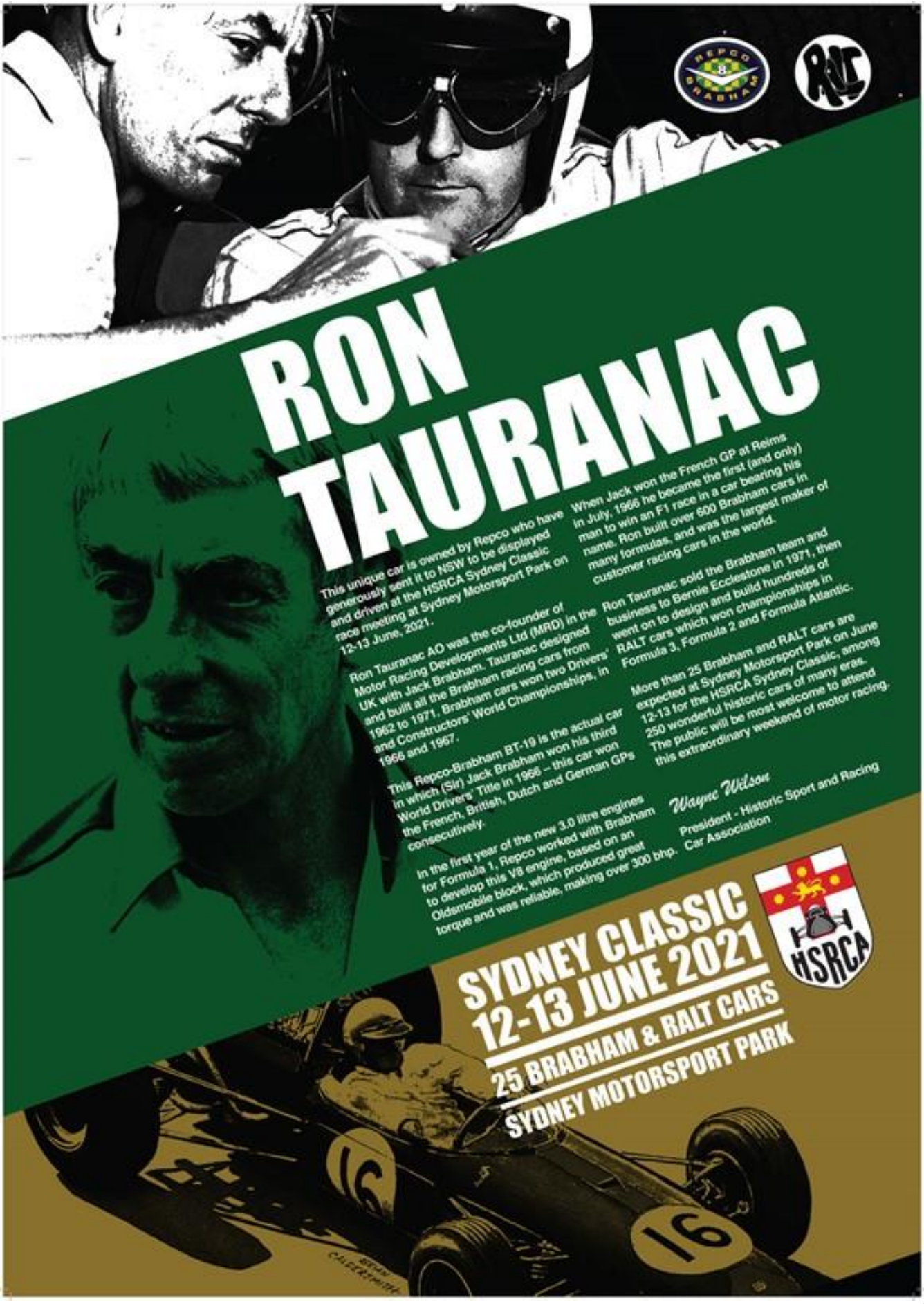


So I traded in the Silver Evora S (may it bring someone else as much joy as it brought me) for the last never sold manual Evora to be brought into the country. Time will tell if the increase in power will make a difference, but for now I will keep plodding around and with any luck (and a lot more practice) maybe David will regret his comment if I ever start to get close to his time. And I know this maybe explains upgrading to the GT410 Sport and in no way explains why I got the McLaren (bought on the same day) but that's maybe a story for another time… or you could just refer to one of the other story titles above

Jason Perkins



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

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

This is attributed to ex world champion and Australian Alan Jones. The first correct answer was received from Bob Hunter

In 1985 Jones made a comeback to F1 at the age of 39 to drive for team Haas. The Lola THL1 used a Hart 425T straight 4 engine. The car was called a Lola but only because of Carl Haas's close friendship with Eric Broadley who started Lola. The main difficulty with the car was the hopelessly underpowered engine, hence Alan's quote



Alan Jones last on the right at the launch of the Haas Lola in 1986 on what was obviously a wintery day

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

"My parents……..were imprisoned shortly after my birth ….under a wartime regulation that allowed the government to lock anyone up with out the need for a trial."

And remember, the quoted person is mentioned somewhere in this newsletter and recently passed away

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
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
	Tuesday, June 15, 2021	Peter Walkers shed tour	6.30pm	Address is on the members page on the CLA Website
	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)

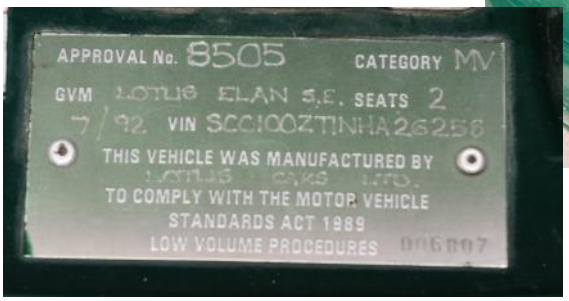


British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown
Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus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

Tony Thompson big bore stainless steel muffler to suit Elan Sprint and S4. Used but in excellent condition.

Inlet ID 50mm outlet OD 50mm. $250. Check out:

https://www.tonythompsonracing.co.uk/parts/models/elan-s4/fast-road-up-to-165-b-h-p-ttrex-007-silencer-s4-and-sprint-large-bore/

Please contact Richard Carter 0409993606



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

Lotus Elan Sprint parts

- - Fully refurbished three-core copper radiator including thermo switch side brackets and fan mounting brackets $375
- Left and right rear A frames, sandblasted and primed (old bushes still in) $200
- Standard big valve TC exhaust manifold $325
- 3.77:1 differential with all lugs in good condition, output shafts included $1000
- Standard Sprint anti roll bar, needs a clean up, $125
- Left and right-hand Issue 18 housings, output shafts and dampers, as removed from a 1973 Elan Sprint in great condition only requiring a clean-up $600

A pair of standard rear springs and caps $50
My contact number is 0404 827777, pick up from Lindfield, NSW 2070 , Russell











For Sale 1970 LOTUS ELAN SE FEDERAL DROP HEAD RESTORATION PROJECT

This 1970 Lotus Elan SE Federal Drop Head project is sold with a new chassis and rebuilt motor by friend of the club Christian.*Type 45 – 1970 Lotus Elan SE Federal Drop HeadVIN/Chassis number 7012230091KEngine number G/24101, Paint L0/4Imported from California, USA, Import permit number 28675/1 issued 6 June 1997 (copy available).*

I bought this car in parts 20 years ago when it was at the beginning of a ground-up restoration, but life has never allowed me to complete it. I hope to see it drive again, so it is time to let it go into the hands of someone who is able to complete the project.

The restoration commenced in the United States, and all parts were shipped to Australia including many new parts and a replacement chassis from the Lotus factory.

The engine was rebuilt in April 2005 by the Elan Factory and receipts are available for full listing of work, which included overhaul of Lotus twin cam water pump, sonic test of cylinder block – OK, crack test crankshaft – OK, crack test conrods – all OK. Harden seats installed for PULP.

As a US import, the Elan is left-hand drive, but will be sold with most components required for the right-hand drive conversion. The conversion to right-hand drive has been commenced, and all original parts were retained.

New parts purchased during my ownership include a new alternator, high torque starter motor, right-hand drive peddle box assembly, new CV joint driveshafts, new dash, new fuel tank plus lots more.

Asking $25500 ONO.

If you're interested or would like more information, contact Seth at web@clublotus.com.au and he'll put you in touch with Christian





