August 2021

Chunky's Chatter



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



Inside this issue

- NSW Shuts down for the month.
- The Elise S2, 21 years old this month.
- 60th Anniversary of a 4WD Formula one victory.

Club Lotus Australia
August 2021

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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 new Lotus Emira, set to be released next year and purportedly the last petrol engined Lotus to be built.

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, monoamine.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



Hey!
This month's exploration of all that is great and good in the world of Lotus needs to recognize that the country is once again bifurcated into those in lockdown and those not.
So while lots is still able to go on in South and Western Australia, sadly NSW us heading into the second of what is likely to be three or possibly even four months of lockdown.
On the subject of WA, I'd like to take the opportunity to welcome Steve Grobler to the CLA Committee as the WA Historic Vehicle Registrar - Steve has done a sterling job for the WA crew by achieving association for CLA to the WA DOT Historic Vehicle scheme, so if you have a qualifying vehicle, get in touch with him.
Our thoughts are with all those sadly restricted in their movements, and even in the states where no lockdown exists, there is still the restriction on international travel which is frustrating plans to visit friends and family, enjoy overseas holidays, participate in international rallies and so on.
Unfortunately, the increased and extended restrictions in NSW mean that the next two months events have all but been abandoned here, so the CSCA events, HSRCA Autumn Festival, All British Day and Shannons Classic have all been either cancelled or postponed with no firm date for a replay.
It has also meant we have had to delay the Lotus Breakout we were planning for early September; the plan is now to keep the outline on ice until we have a little more certainty, and then launch at fairly short notice; we appreciate this may or may not suit some of you, but sadly what we have learned is that in current highly dynamic circumstances, forward planning more than a few weeks is most likely doomed to failure.
At a slightly more macro level, the July launch of the Emira seems to have generated lots of interest, and a corresponding amount of commentary, some of it being opined quite vocally; long version short appears to be that Lotus (and probably therefore Geely) has decided to make a concerted push into the "monied market" of premium sports cars, currently populated largely by Porsche. So the new car has been substantially improved in the fit feel and finish department, and there are also some interesting alliances announced, including an engine alliance to allow an AMG engine as a choice (presumably to get round upcoming emission regs in the North American market) and mention of a relationship with Renault in the offing.
Of course the keyboard warriors have been out cutting down the tall poppy, but overall the new car looks, sounds and appears to feel tremendous. The question remains, will Lotus backfill the gap left by vacating the Elise market in particular (i.e. the sub $100k market in Australian terms), but it would not be the first time a car manufacturer has decided they can no longer make money in a segment. And apparently Jensen Button might buy the rights and tooling for the Elise…..we'll see
On the bright side, what all these lockdown restrictions do mean is that I for one have had to find new projects and things to do to keep me occupied; so while the Eleven is continuing its rebuild at the hands of the genius that is Adam Doyle Smith (if you've not seen his work with aluminium, have a look at his website https://www.automotivecraftsmen.com.au/ and you might recognise the car on their front page) and the Elite is similarly in the hands of the GRP genius Warren Hotz getting the damage done at the HSRCA Sydney Classic repaired, I have decided to give the Elan a bit of TLC.
So far that's meant replacing the front brake discs, one of which had a small but annoying "inconsistency". Also on the list are new door hinge pins, door rubbers, and an electric fan to replace the mechanical one. The Elise also needs some love, so that is now up on the hoist so I can work out a plan for it. The Odyssey battery has finally given up after 12 years of neglect, so I'm having to push it around, which is an added incentive to do some work on it while I can't get a new battery (I am assuming batteries don't count as essential supplies).
And of course the Landy needs constant work - currently the steering relay box is out of the car having finally seized, and is being rebuilt (I'm waiting on the parts); I thought it would be good to replace all the tie rod ends in the steering (there are six in the system so no wonder it can be a bit vague) but it turns out there's a global shortage of them (must be all the silicon chips that go into them) so I'm renovating the ones I have as all they really need is lots of soaking in paraffin and then repacking with fresh grease and a new boot (again, they seem to be in short supply, so I'll make some up using a bike inner tube).
I hope you are all keeping yourselves and your loved ones safe and secure, and for those in enforced confinement, our thoughts are with you as you endure home schooling, movement restrictions and all the associated inconvenience. With the vaccination programme finally starting to hit is straps, and evidence starting to emerge from the UK that this approach can work (at least during summer), we can at least start to hope that there is a new normal in the near future.
I'll not open the can of worms that surrounds vaccination, suffice to say Caroline and I are fully vaccinated and ready for what's next.
Take care, keep safe and when and where you are allowed, stick to the blackstuff,
Pip pip
Ashton

From the Editor

Tom Devitt



Now this has nothing to do with Lotus or evening anything to do with cars but I was reading the other day that a woman living in South Australia only heard of her fathers death 20 years ago this month. Nothing particularly special about that save for the fact thar her father was Tirath Hassaram Kkemlani. Now, if you are under about 70, that probably wont mean anything to you, but back in 1975 Australian politics were in turmoil. Gough Whitlam (now 'Saint Gough') and his band of cowboy cabinet ministers had been spending money like drunken sailors and come budget time to coffers were empty. Normally a simple act of parliament was to 'grant supply' but Goughs hold on parliament was dicey at best. Opposition leader Malcolm Frazer decided to block supply via his senate majority. Normally a bit of negotiation might have solved this, but Gough went looking for money wherever he could find it. One of his ministers Rex Conner, off his own bat, went waltzing off to a Sindhi commodity dealer, Tirath Kkemlani and tried to borrow $US 8 billion in Petro dollars. The Australian public went ballistic, Gough found out about it and sacked Rex, the Malcolm went to see GG John Kerr and the rest is history.

Sorry I am rabbiting on but the 20 year delay caught my eye as I was contemplation that the Lotus Elise (S2) is a fraction over 20 years old itself but still looks fabulous.

The Lotus company is now heading in a direction I am not sure everyone is going to be too happy about. Its latest offering the Emira, is a highly priced car and moves the marque away from the pure animal that it has always been. Its not due to be released until next year but we will be bringing you reviews and the like when they start coming in. The other news that is not pleasing everyone is that this is the last petrol engined Lotus to be produced. From now on, all Lotus models will be electric and that news brings with it a whole stadium of irate petrol-heads. Anyway, let's wait to see what the future holds.

Sorry this issue is a bit brief but frankly there hasn't been much happening especially in NSW

Well, that's me for the month

See you in a hopefully brighter September

Tom



The Sydney Morning Heralds chief cartoonist at the tine was Larry Pickering and his witheringly accurate caricatures were a mainstay of the paper at the time.

THE LOTUS ELISE S2 WAS RELEASED 21 YEARS AGO THIS MONTH



The Series 1 could not be produced beyond the 2000 model production year due to new European crash sustainability regulations, so Lotus needed a development partner to meet the investment requirement for a Series 2 car. General Motors offered to fund the project, in return for a badged and GM-engined version of the car for their European brands, Opel and Vauxhall.

The Series 2 Elise, announced on 9 October 2000, was a redesigned Series 1 using a slightly modified version of the Series 1 chassis to meet the new regulations, and the same K-series engine with a brand new Lotus-developed ECU. The design of the body paid homage to the earlier M250 concept, and was the first Lotus to be designed on a computer.[18]

Both the Series 2 Elise and the Opel Speedster/Vauxhall VX220 were built on the same production line, in a new facility at Hethel. Both cars shared many parts, including the chassis, although they had different drive-trains and power-plants. The VX220 carried the Lotus internal model identification Lotus 116, with the code name Skipton for the launch 2.2N/A version and Tornado for the 2004 introduced 2.0 L Turbo.[19] Fitted with 17 inch over the Elise's 16 inch front wheels, the Vauxhall/Opel version ceased production in late 2005 and was replaced by the Opel GT for February 2007, with no RHD version for the United Kingdom.

Basic S2 models had a naturally aspirated 1,795 cc (1.8 L; 109.5 cu in) Rover K-series engine without VVC rated at 120 bhp (122 PS; 89 kW) at 5600 rpm and 124 lb·ft (168 N·m) at 3500 rpm of torque.[20][21]

WA Member Greg Moore recalls a Lotus 7 which he owned before it was finally sold to Phil Moore who owned it for 53 years (is this a record?)



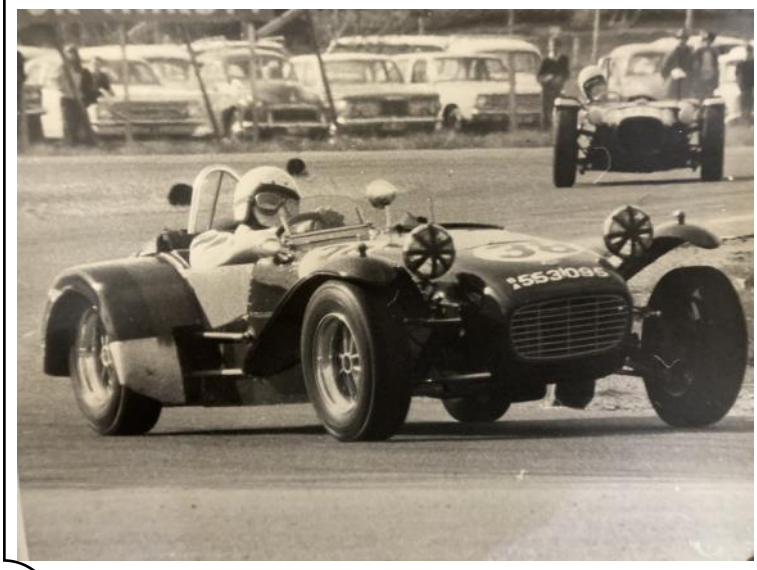
Lotus Super 7 profile Devils Elbow 1965

Some time ago I read an article in "SA Lotus Torque: October 2020" relating to two Lotus 7's.One belonging to Phil Moore and the other to Mike Bennett. Sadly I have just read that Phil passed away on 12th May 2021. I only knew Phil through contacting him in the mid 1990's having been prompted to call him after reading an article in "Sports Car World August 1986" regarding his collection of cars which included a Lotus Super 7.

This was of special interest to me as I was the original owner of Phil's Lotus Super 7, Reg no: SA 553 095. Some years ago Phil was kind enough to invite me to spend the afternoon with him, and the Lotus, at his Stirling property. A fantastic afternoon which brought back many happy memories, not the least of which was remembering how remarkable a car it was.

I thought that your Lotus members might be interested in the background of this car.

I purchased this car from Derek Jolly, of Deccas Place Adelaide, on 25th June 1965 for £1475 (pre decimal). When I last met Phil he'd told me that he was also looking at buying it at this time but I beat him to the gun.



Phil and Lotus S7 Mallala 1967

My understanding is that Derek's Lotus agency received the car, in kit form, with a view to racing, but Derek was unable to do so because of continuing problems with his legs – from the Albert Park crash of his Lotus 15?. When I first saw it at his Sydenham Road, Norwood workshop (I think the mechanic was Arthur Williams) the motor and gearbox were still out. I was able to spend time with Arthur installing the engine, gearbox and accessories.

Before registration and delivery I had the car

painted a pale blue/grey and put over a weighbridge. It

weighed in at 9.5 Cwt - 480 Kg in today's terms. The engine was a 1498cc Ford 116E overhead valve with pre crossflow head modified by Cosworth, running twin choke 40DCOE Webers and putting out 95bhp at the flywheel. Gearbox was 4 speed close ratio. Independent front suspension "part Triumph Herald" and a live rear axle which came from a "Standard 10" and was located by Panhard rods and a triangulated A frame bushed to the bottom of the diff housing. The tyres were Dunlop C41 and, needless to say at 5.20 x 13 inch, they only lasted about 1 month!

My first drive of it was rather nerve racking as after picking it up Arthur asked if I could give him a lift into Adelaide and drop him off at the North Terrace, King William street intersection. All OK except it was peak hour. As expected the radiator merrily boiled away. Increasing the size of the header tank made a big difference.

In the relatively short time that I owned it I made a number of improvements, and it's great to see at they are still of the car, even after 53 years, as they greatly added to the driving experience. I replaced the stock windscreen, which was obviously not designed in a wind tunnel, with a couple of MG TC alloy racing windscreens, with the alloy bases shaped to fit the lotus body profile. Also widened the rear mudguards and added wheels with wider rims - alloy centres with chromed spun steel rims. These were made by Doug Trengove who was making them for his own open wheelers. Finally had the head ported, polished and 20thou shaved off by Elfin Sports Cars (it cost a cool $29.50). On Peter Bradey's dyno (Adelaide Autotune Service) it was showing over 80 bhp at the rear wheels which equates to around 105bhp at the flywheel. (Another cool $15.00) so the $29.50 was well spent at Elfin.

I owned the car for a little under 2 years and during this time covered around 24000 miles. The car was really reliable during this time with the only issue being the continual breakage of the weld holding on the bracket for the bush locating the A frame. A real design fault and so bad I eventually had to fit a new axle housing.

Minor issues were a broken head stud and the radiator filler extension breaking through metal fatigue.



Phil Greg and Super 7 Stirling 1998

Towards end of 1966 I sold it to Globe Products who wanted to race it. Noel Hurd drove it at one race meeting at Mallala but had problems with the throttle sticking open so spent more time off the circuit than on it. He then went on to race the Globe Products Elfin 400 which, interestingly, is almost the same as the original duco colour of the Lotus. Globe only had the car for a brief time, and it then passed on to another chap in Adelaide. It may have been he who changed the colour to the British racing green that it is today. I don't think he drove it much.

Phil probably bought it from this 3rd owner in 1967.

I experienced the greatest fun ever with this car discovering that it REALLY was an E type Jaguar eater, amongst other things, and I guess my recollections are best summed up by quoting Phil from the Sports Car World magazine of 1986 "Today, the Lotus is an absolute delight to drive, it's so responsive, particularly the engine" and from your own article " Phil delighted in telling people that he'd owned the 7 for 53 continuous years, and of the joy that driving it gave him"

Greg Moore Kalamunda Perth WA

NSW Member Peter Eppel sent us this new mural he discovered close to his inner Sydney home



Peter writes "It is on the north facing wall of Procycles BMW dealership corner Campbell Rd and Princes Hwy St Peters, about 0.5km from my house. Has only recently been painted.

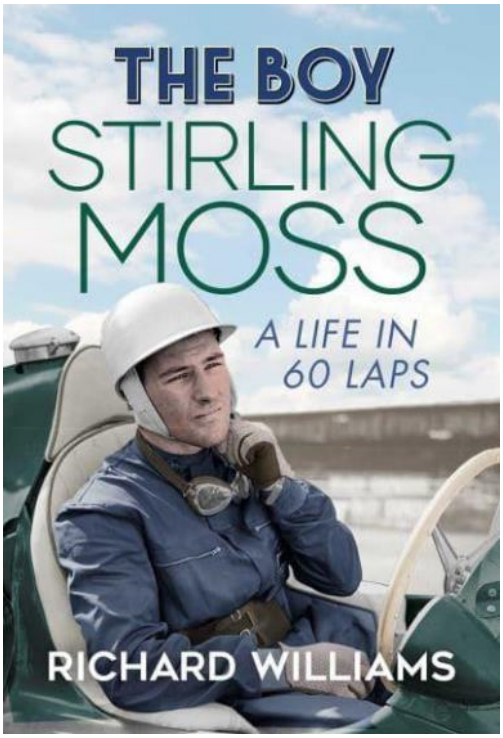
Sadly they are all deceased - Kenny Blake racing at Isle of Man in 70s, Greg Hansford in touring car crash, Warren Willing from cancer about 5 years ago.

Good to see them commemorated, esp. Kenny Blake who did very well on a BMW in one of the Castrol 6 Hour races at Amaroo.

Pete.

Book Review
The Boy, Stirling Moss by Richard Williams





Even during a global pandemic, the death of Stirling Moss on 12 April last year at the age of 90 made headlines, almost 60 years after he retired from Formula One. In ***The Boy***, Richard Williams assesses what made him such a larger-than-life figure.

Williams builds a fascinating and revealing portrait of a driver who was a hero to millions. As the long years of war began to recede, sport in Britain was getting moving again and there was a need for heroes. Stirling Moss was a fresh face, just 17 years old when he first emerged in 1947. Too young to have served and been scarred by the war, he was soon revealed to possess not only an unearthly degree of skill, but the qualities of courage and resolution noted in the post war generation

The Boy explains how and why he came to occupy such a unique place in the esteem and the affections of the nation. Why him, rather than some of his contemporaries, such as Mike Hawthorn and Peter Collins, who shared a role in the rise of Britain as a power in international motor racing? Moss may never have been world champion, but he created a remarkable and enduring legacy, and Williams brilliantly shows just how he did it. The book deals with all aspects of hid life and not only in racing, but including a rather poignant fact was that his first wife (and possibly his great love) Kate Molson died 3 days after he did even though they were divorced in 1970.

Years ago, I remember reading that on the eve of Jo Siffert winning the last privateer F1 race for Rob Walker in a Lotus, Walker's factory burnt to the ground. Whilst Rob was not particularly heartbroken by anything that could be replaced, the loss that hurt him most was the tyres from Stirling's 1958 Argentina Grand Prix. The book dedicates a chapter to the race and clearly explain why the loss was so devastating to Walker,

Rob, Stirling, and his mechanic Alf Francis set off for the GP with a 2 litre Cooper Climax. A pigmy amongst the giants of Ferrari and Maserati. Starting from 6th place on the grid, Moss slowly worked his way up. Whilst he and Walker had calculated that because of its smaller engine size, it could carry enough fuel to last the 80-lap race. Tyres however were going to be a problem with Dunlop claiming they would only last 40 laps especially in the Argentinian heat, with half the race run the larger cars were stopping for fuel and new tyres, and Alf Francis put out 4 wheels and tyres indicating to the opposition that Moss would soon be stopping. But that didn't happen, with a quarter of the race left Moss was in the lead by over a minute and the opposition was beginning to worry. With 20 laps to go Stirling could see the tread wearing off his rear tyres which quickly became bald.

Driving as carefully as he could and his lead diminishing, he could see the white breaker strips on the tyres, indicating that the rubber had gone. Finally, even these wore away leaving the canvas which now began to fray. When the chequered flag fell his lead was 3 seconds over the Ferrari in second place. An unbelieving Rob Walker kept the tyre carcasses in a place of honour in his garages from that day

The other revelation for me was his decision to stop getting into racing cars. In 2011 whilst practicing for historic Le Mans he realised that things weren't right. "That afternoon I scared myself…I always said the if I felt I wasn't up to it or I was getting in the way of other competitors then I would retire",

Moss passed away on the 12th April this year, survived by his last wife of 40 years Susie and apparently quite a number of children.

Tom

Sandy Bay Tasmania Sunday 1st August

Photos from this morning's get together at Sandy Bay Hobart. (Sunday 1st August) Beautiful Lotus 11-2. Plus a good selection of marques including a newly displayed extremely rare red Panhard that attracted much interest.

Robert Verhey













It doesn't always have to be about Lotus does it?

60 years ago this month a 4WD F1 claimed its one and only victory



In 1960 Harry Ferguson the Irish engineer of Ferguson Tractor fame got the idea along with Tony Rolt for a 4wd racing car, With the decision to proceed, the model was given the next Ferguson project number P88. With Rob Walkers backing, It was all very sensible and logical in design. The front and back wheels would share 50% if the power and carry 50% of the vehicles weigh. This reluctantly meant putting the engine forward of the driver, an absolutely no no in the evolving days of Formula 1. But apart from that it was a conventional tubular space frame chassis designed by Claude Hill (designer of Aston Martins). It was to be powered by a 2.5 L Climax engine and overall was beginning to look like a pretty nifty gadget. Then a blow, when it was announced that the next seasons F1 engines would be 1,5 liters. This meant that the significantly heavier all-wheel drive transmission had one litre less in engine power to push it around.



Tony Rolt, Stirling and Alf Francis (his long tome mechanic)

Notwithstanding they progressed the car to completion and its first outing was at the 1961 Empire trophy. Walker gave the drive to Jack Fairman which was not a very smart move as he crashed on lap 2. It also ran in the British Grand Prix at Aintree of that year bur was disqualified, Its last F1 race (although sadly not a

Grand Prix) also brought it its moment of glory when Stirling Mass drove it to victory in the International Gold cup at Oulton Park. His start was not good as he could not engage first gear so got left behind, quickly finding himself in 6th place However, the damp track conditions gave the 4WD an advantage over all of the other competitors. By lap 6 he had taken the lead over Jim Clark and although the track began to dry, Moss finished 46 seconds ahead of Jack Brabham (Clark had retired with mechanical failure). This was the one and only victory for a 4WD F1 car.

In 1963, fitted with a 2.5 L climax, it was driven by Graham Hill in the AGP at Warwick farm where it finished 6th, It them more or less disappeared from circuit racing and appeared in the British Hillclimb Championship where Peter Westbury claimed the title in 1964.

Many years later Stirling Moss was re-united with the car when a fully restored vehicle was handed to him to drive at the Oulton Park historic meeting. Then 80 years old he still totally enjoyed his drive and commented "Exactly as I remember it. That soft wheel, very comfortable…."



Stirling Moss on his victory lap in 1961

On Sunday 15 August the Council of Motor Clubs is holding its annual Shannons Sydney Classic. CLA have nine spaces available to those who would like to show their Lotus.

You must arrive before 9am and be willing to stay until 3pm – with over 2000 cars to look at as well as merchant stands this should not be difficult...

If you are interested please email Evan Jones at evanj@optusnet.com.au with your full name and address, phone number and vehicle details and he will send you your ticket/pass.




HSRCA 2021 CALENDAR
ALL HISTORIC SPORTS AND RACE CARS WELCOME!
RACE, REGULARITY, SUPER SPRINT
AUTUMN FESTIVAL
20-21 MAR, WAKEFIELD PARK
Completed on a very wet weekend
SYDNEY CLASSIC
12-13 JUN, SYDNEY MOTORSPORT PARK
SPRING FESTIVAL
28-29 AUG, WAKEFIELD PARK
Postponed
SUMMER FESTIVAL
27-28 NOV, SYDNEY MOTORSPORT PARK
72
WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

Answer to last months "Now who Said That?"



Last months quote was

"*'Peter Brock had been a dominant force in Australian saloon racing, as driver and team owner. He became known as "Peter Perfect" and then got caught up with the ideas of the psychiatrist, Wilhelm Reich. Reich proposed that during sexual orgasm, a beneficial energy Reich called "organe" was released. Organe could be produced with a simple black box and it would harmonize everything around it. Brock bought into this nonsense and even insisted that Holden fit organe producers to showroom cars that carried his signature. There was a parting of the ways."*

The correct answer was Mike Lawrence and the winner was Evan Jones

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

.

Upon being presented with his Knighthood this person remarked to the Prince of Wales. Who had just said that the award was long overdue

"If it had come any earlier...it would have been given to the wrong wife"

Remember the person quoted is mentioned in this issue of Chunky's Chatter, and to make it really eastyge he has a couple of mentions in this issue including a book review

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
Aug-21	Sunday, August 8, 2021	TK&C Monthly meeting (Southern Sydney	8.30am	**Postponed or cancelled**
	Tuesday, August 10, 2021	Shed Tour (Details TBA)	6.00pm	**Postponed or cancelled**
	Saturday, August 14, 2021	CSCA Round 5 MOCA	8.00am	**Postponed or cancelled**
	Sunday, August 15, 2021	Shannons Autofest	8.00am	**Postponed or cancelled**
	Sunday, August 15, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	**Postponed or cancelled**
	Saturday, August 28, 2021	Sat 7 Sun HSRCA Spring Festival	8.00am	**Postponed or cancelled**
Sep-21	Friday, September 3, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Saturday, September 4, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Sunday, September 5, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Sunday, September 12, 2021	TK&C Monthly meeting (Southern Sydney	8.30am	**Wait and see**
	Saturday, September 18, 2021	CSCA Round 6 TSOA	8.00am	**Wait and see**
	Sunday, September 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	**Wait and see**
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 14, 2021	Marques in the park (Canberra)	8300am	Belconnan (Canberra)
	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	CLA Christmas Party	12.00 Midday	TBA
	Sunday, December 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes

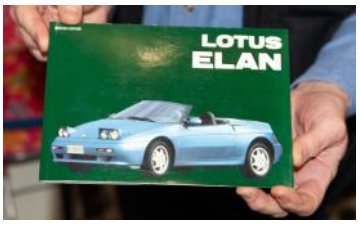
For Sale

Lotus Elan M100 (Series 1)

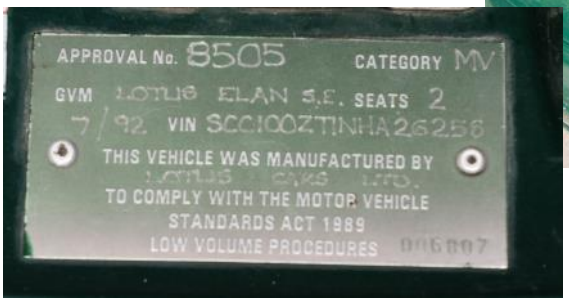


British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus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

1992 Lotus Esprit Turbo S3 SE Highwing

Very good condition throughout, 75,400 km. This is the ONLY Australian-delivered Highwing. Drives superbly. Timing belt, fan belts, brake hoses, clutch, clutch hose, clutch cylinders, oil seals replaced in 2020. Included is another set of wheels (one wheel pictured), parts list manual, service list manual, and has original handbook.
$85,000 plus GST
contact details are: email- cmta@westnet.com.au













For Sale

1969 Lotus Europa, currently unregistered.

Renault 1500 petrol engine.
This previous owner (now deceased) told me that the engine should run but that the clutch plate is 'stuck'. Will need a battery to try and start it, and no key could be found. As per pics, a bit of work needs to be done, including some minor body work and paint touch up, the clutch (at least) and inside (upholstery and console), a proper 'project car'.
Has been stored in a shed unused for a few years at least.
Happy to answer questions, within the limits of my pretty feeble knowledge, and can send more pics.
Location, Tanja (NSW Far South Coast).
$15k, I'm not really into haggling, but I may consider near offers.

Email to: mark.lems@bigpond.com



