October 2021

Chunky's Chatter



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



Inside this issue

- Lots of news from South Australia
- Lotus to open up a technology hub in Wuhan
- Some more news on the Emira

Club Lotus Australia
October 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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COVER PHOTO ***Formula 1 World Champion Jenson Button put the all new petrol powered Emira through its paces at Laguna Seca Raceway .***

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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SA Lotus owners meet up on the 1st Sunday of the month 9:00am at the Sikh Society of SA carpark (bottom of the SE Freeway -corner of Cross Rd & Glen Osmond/Port Rush Rds.)

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.

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Presidents Prattle
With Ashton Roskill



Morning all

I hope like us you have managed to get a decent long weekend (in NSW anyway) and with a bit of luck it might have given you a chance to start planning for Christmas and 2022.

Certainly signs are promising that, even though we've lost Gladys who has led the NSW charge, the state at least will be in a better place over the coming months. I'll not get into a political debate about the pandemic, but suffice to say that it will have changed most aspects of your lives in one way or another, and my thoughts are with all of you that have had a tough time of it. Planning for a different and hopefully better and more predictable future is one way of helping ourselves feel more "normal" about what has been by any standards a weird and unpredictable period.

And while I can't speak for the other states progress towards a new normal, my thoughts are with you all too and I hope you can get back to doing the fun stuff soon.

So, first date that I think we can agree will have something happening is our Christmas Party and AGM, which will be on December 12th, which for those not keeping up, is only two months away! So make sure it's blocked out, and we'll let you know the plan in the next few weeks.

But while we are waiting, the AGM is a great opportunity for you to be a more involved part of the club by joining the Committee which keeps things happening and pointing the right way. And given we have grand plans for the next twelve months, and quite a lot of change driven by covid, we can always do with more help, whether in a specific role, as part of the Motorsport Committee or as a general member of the Committee. So please give it some thought, and if you'd like to be involved, we'd love to have you! Drop me a line if you'd like to chat this through (and if you'd like to join next weekend's call, please feel free to do so - drop a line to committee@clublotus.com.au and we'll forward the invitation)

In terms of other stuff in the planning, we are more hopeful than for a while that the postponed L2021 event could happen in 2022; it will need some organisational effort (hence the ask for volunteers above!) but we need to get cracking on that, and it will be a topic for next weekend's Committee meeting.

As will the plan for the 2022 motorsport calendar; CAMS has been remarkably silent on the matter (apart from insisting on a timely renewal of my licence of course!) so we are hoping for more clarity as we come out of restrictions, but most likely local events will get going first, with interstate following as borders and travel restrictions are opened up.

And socially, we are optimistic that we will be allowed the Kokoda Cafe meet this month (assuming the cafe opens) and from November, both Carrs Park and Kokoda Cafe events should be back to normal; and we'll try to get shed tours up and running again after our tentative efforts last time were thwarted by the lergie. So if anyone would be willing to host a garage tour in November or even December/ January, please let me know.

And finally, I'd like to think we can get something going for the trip around NSW which we were supposed to do in September. So we'll get that back on the agenda, and gets views on timing and interest; if you have any thoughts on the matter, please let me know.

So that's about it for this month, there's not (obviously) been a lot going on to report on here, although overseas we have been watching with some admiration as for example Goodwood Revival got going (and even had enough petrol apparently!) and the US and European economies are starting to open back up and regain momentum. It's good to see that international rallies are underway again (Rally the Globe has Carerra Italia underway this week) and hopefully that's a sign of better things to come in 2022.

I'm very much looking forward to seeing lots of you at the Christmas Party and AGM (and for those interstate, if you are able to organise a Christmas Party, we will of course support you doing that), and in the meantime, we'll let you know the outcomes of next weekend's Committee meeting.

Look after yourselves and your loved ones, and if you are able to get the car out, stay safe, upright and mostly on the black stuff,

Pip pip,

Ashton

From the Editor

Tom Devitt



Hi everyone and welcome to October issue of Chunky's Chatter.

During September we got told that the Jaguar Club announced that it has started planning for their NSW Supersprint on Sunday 31st October at SMP North Circuit. Obviously, this would be dependent upon the NSW Covid 19 restrictions being lifted. Great news and very reassuring that the worst of it was probably over. Then a new threat to the future of our newfound liberty, emerged, money! Out of the blue the JDC got a call from the circuit to tell them that their event booking had been cancelled. The reason, so-called Supercars were getting an extra 4 weeks at the circuit, so poor old club motorsport got booted up the arse!

October was the month for 3 Team Lotus victories in years gone by, the first of these was October 8 in 1961 when Innes Ireland won the USA GP at Watkins Glen, It would the first F1 Championship for Team Lotus and the first and only for Innes. In a lot of ways, it was a jammy victory for Ireland when his 2 rivals dropped out near the end. After the race he commented "I was lucky, I could not take Moss or Brabham. Their cars were too fast. I had no fuel pressure in the last ten laps, and ended up with a thimbleful of gas at the finish".

The second was on October second when Jim Clark also won the USA GP. This again was a rather fortunate win as the F1 regulations had just introduced a 3-litre engine size and Coventry Climax who had promised Colin Chapman a new engine of the new capacity, simply ran out of time. The result was that Colin had to go looking for a new engine. The BRM one that he decided on was a big disappointment with both weight and reliability issues. Clark won by a lap, but only because his rivals dropped out. It would also be the only F1 victory for that engine.

The last was on 24th October 1976 when Mario Andretti won the last race of the season at Japan. As it was, the eyes of the world were on this race, but for a different reason than Andretti or Lotus. This was the year of the great contest between James Hunt and Niki Lauda. With race day wet and foggy there was for a time, doubt if the race should be run at all. In the end it was, much to the disappointment and objection of several drivers. Held at the Mount Fuji circuit, this race would be the decider with Niki Lauda just three points ahead of James Hunt after a chaotic season including Lauda's near-fatal crash at the Nürburgring and subsequent missed races. At race start Hunt took the lead with Lauda close to him, but on lap 2, Lauda drove into the pits to withdraw, as he believed the weather conditions made the track too dangerous. He later said, "my life is worth more than a title". Hunt looked like completing an easy victory but as the race drew on, the track dried out and he eventually had to pit for slicks. Andretti inherited the lead and, in the end, won with Patrick Depailler in a Tyrrell second and James Hunt in a McLaren finishing third and enough points to get him the world championship for that year.



Mario Andretti at the 1976 Japanese GP

Before I go, some important information regarding Historic vehicle registration during COVID. This was brought to our attention by Evan Jones and you can read it in pages 23, 24 and 25.

That's it for me

Tom.

GRAHAM HILL'S LOTUS 38 8S INDY CAR FIRES UP FOR THE FIRST TIME IN FIFTY YEARS

On the second of September this year at Hethel, lead mechanic Lewis Cullington fired up the Lotus 38/8S for the first time in 50 years, in readiness for a test track shake-down. Classic Team Lotus was proud to be restoring Graham Hill's Lotus type 38/8S for CanAm Cars.
The 4.2 litre quad cam Ford runs on Methanol and makes a teriffic roar. Aaron Banks has been helping Lewis in the final stages.
The plan is to run 38/8S at the forthcoming Goodwood Festival of Speed, to be driven by Jeff Downes of CanAm Cars. Jeff would be happy to stand aside for Damon Hill, if he fancies a go in his father's Lotus Indy car from 1967.



Starting the engine at Hethel recently

The Type 38 was Lotus' most successful Indycar; after the promise of the Types 29 and 34, it delivered, winning in 1965 at the hands of Jim Clark, in 38/1.
Lotus 38/8S was the last Type 38 built; unlike most of its classmates, it only ever ran with a symmetric suspension. The car appeared at the Indy 500 in 1967, when Graham Hill practiced in it, but was unable to get it up to speed, after which he switched to the Type 42.
Subsequently, it was used in a Firestone test at the IMS in August 1967, carrying instrumentation to record suspension activity. This turned out to be its most significant accomplishment: data from the test indicated that at speed the car was riding above its static (motionless) ride level, even in the corners (with their additional down-loading due to the banking.) This opened Team Lotus' eyes to the importance of aerodynamics, which from that day forward has played a major role in racing car design. After that, the car was sold off, and was converted to run a Chevy V-8 in Formula 5000, but although it ran in a few events, it did not seem to have any significant results (although its full racing record in this period is yet to be researched)
From Classic Team Lotus.



Graham Hill at Indianapolis in 1967

SA Hillclimb Championships – Collingrove Barossa Valley 11 & 12 September

Andrew Stevens (Photographs by Bruce Hannant and Andrew Stevens).

The SA Hillclimb Championship was run over three days on the 10th, 11th and 12th of September, but for the two Lotus present, all the action was confined to Saturday 11th.

Graham Smith had been a somewhat irregular competitor in his S2 Elise 111S/R (it's had a 2ZZ transplant), while I took my S1, having only made it to Collingrove once during the year. There was mild panic in preparation when I discovered cracked front discs meant that the plan of going up for Friday practice was put off. After a late change of the run sheet, when I realised that I'd been put in the Under 4000cc category, Graham and I were to run head to head, with a very quick Subaru BRZ and an MX-5 driven by the youngest member of the Bishop clan as our main competition.



Andrew leaves the line for a run at the SAHC (Courtesy Bruce Hannant)



Willa Wauchope left his Lotus at home but was 4th overall in the little Yaris (Courtesy Andrew Stevens)

Willa Wauchope was also present, but his Lotus wasn't yet ready, so he brought his Yaris RS to run in the Improved Production class. That proved to be a masterstroke.

Saturday was one of those perfect Barossa days that make you glad to be alive, let alone thrashing a car up a circuit. The sky was blue, the temperature mild with a gentle breeze, and the usual excellent organisation of the Sporting Car Club was on display. Mid morning Graham was visited by the event secretary – wondering what he'd done wrong, he was then presented with his trophy for winning his class in the 2020 event.



Andrew's S1 and Graham's 111S-R on a superb Barossa day (Courtesy Andrew Stevens)

Both Graham and my first runs were very much acclimatisation, with both of us recording over 40 seconds, and well off the pace, on a slightly slippery track. The BRZ was ahead, but we were both shading the Bishop MX-5. We were soon down into the 36 second range, with Graham ahead of me courtesy of his better traction off the line, but we weren't able to get ahead of the BRZ.

On my 4th run, I managed to jump ahead of Graham to be 2nd in class by .01 seconds, but was still not happy with my driving. Collingrove is narrow and technically challenging, and there's no time to think, so the run has to be planned out before hand. I was still experimenting with rev's off the line (no traction control on the S1), and with different gear se-

lection at various places, but was progressively getting faster. On the 5th run, I heard a thump as I launched off the line, but the car seemed OK, so I continued up. At the top it was clear that something wasn't quite right. Return to the pits showed that the right hand engine mount had failed, and the engine was sitting down on the drivers side.

End of the Saturday running for me. Meanwhile Graham had gone slower on his 5th run, and decided that he had gone as quick as he would go. A check of the timing screens showed that young Bishop had cut a huge amount off his time to head the class and take away his father's class record. The run drew the attention of the scrutineers who did an eligibility check, and kicked the MX-5 out of the road registered class. I felt sorry for him, because he still had to drive the thing, and he was the only one to be checked. I'm not sure how they'd deal with a Sport 190 configured Elise.



Clubman sports cars have come a long way from the Lotus 7 (Courtesy Andrew Stevens)

With both Graham and I finishing up for the day, I went home to see whether a fix was possible (yes it was). As I finished up at around 11pm, the heavens opened and some of the heaviest rain we've had this year took over. When we checked the next morning, it was clear that with the rain and showers soaking the track, there was no point trying to better our Saturday times, so neither Graham nor I fronted to risk things in the rain.

Graham rang me that night to declare that we'd both finished 2nd in class, which was confusing as my best time was quicker than him, but behind the BRZ who'd managed a 35 second run.

Willa was quicker than both of us in the Yaris on Saturday (by about a second), and decided that with 4WD and traction control, some runs in the wet on Sunday might be fun. He duly qualified for the top 10 shootout before slithering up the hill, exploiting the 4WD and sophistication of the Yaris to achieve a 4th place outright in the wet shootout. Pretty bloody impressive.



Not a Lotus but this Elfin sure looked the part in the historic section (Courtesy Andrew Stevens)

So, how did Graham and I both end up coming second ? Well it turned out that the revised run list hadn't made it to the timing team on time, and all my results were recorded against the 2000cc to 4000cc Class, meaning that after the MX-5 exclusion Graham was able to claim 2nd in the Under 2000cc class. What else are friends for ?

Lotus PLC release a statement relating to the future of the Marque. Maybe I am old school, but, it seems to be moving away from all the things Lotus that I love, starting with setting up in Wuhan!!

Lotus Technology Global HQ established in China as future Lotus Product Plan is unveiled



Lotus Technology is a new division of Group Lotus, a global 'intelligent technology' subsidiary. Its role is to accelerate innovation in the fields of batteries and energy management, electric motors, electronic control systems, intelligent driving, intelligent manufacturing and more.

The new Lotus Technology headquarters will be completed in 2024. An all-new Lotus factory, to manufacture Lotus electric vehicles for global markets, will open later this year.

Eric Li, Chairman of Geely Holding Group, and Feng Qingfeng, CEO of Group Lotus, attended the event. They were joined by Li Bin, founder of NIO, who is an investor in Lotus Technology. They revealed top level details of the Lotus product plan for the next five years, developed jointly by Lotus Technology and the highly experienced Lotus team in the UK.

In 2022, Lotus will debut an E-segment SUV codenamed Type 132. It will be followed in 2023 by an E-segment four-door coupe, Type 133, and in 2025 by Type 134, a new D-segment SUV. This trio will be joined in 2026 by an all-new electric sports car, Type 135.

The new models are in addition to the Evija all-electric hypercar and the Emira, the last petrol-powered sports car from Lotus, which will both be built at Hethel, UK

The new Lotus manufacturing plant in Wuhan will open later this year, complementing existing UK sports car manufacturing and performance facilities in Hethel and Norwich. It is being built with the world's most advanced manufacturing technologies to become a global centre of excellence for Lotus' premium lifestyle models. Covering an area of over 1 million square meters with an investment of over 8 billion Yuan (About 900 million Pounds), the plant has the capacity to ramp up to production of 150,000 vehicles a year.

The new Lotus plant is the first in the world with an integrated intelligent test track. It features an advanced system

whereby vehicles can be transported into workshops using autonomous driving technology without any human intervention. It is designed to accommodate vehicles driving at speeds up to 140mph (230km/h) through 16 corners.

Working hand in hand, China-based Lotus Technology and the UK-based Lotus team are at the core of Group Lotus' future development strategy. Lotus in the UK will be responsible for the development and production of sports cars and the Evija electric hypercar, as well as co-ordinating global sales for the Lotus brand. Lotus Technology in China will be responsible for integrating a new generation of lifestyle products, bringing together China's EV and manufacturing specialisms, UK's design and advanced performance centers and Germany-based R&D resources (Lotus Technology Innovation Centre, Raunheim), as well as the global development and production of premium intelligent drive technologies. Together the China and UK teams will empower Group Lotus' transformation towards an expanded, intelligent and electric future.

Feng Qingfeng, CEO, Group Lotus, commented: "This is an important day in the transformation of the Lotus business and brand. Lotus Technology will accelerate the innovation which has always been at the heart of the business. Together the China and UK teams will empower our journey towards an expanded, intelligent and electric future, achieving the ambitions and goals that have been in the making for 73 years of the Lotus brand."

Matt Windle, Managing Director, Lotus Cars, commented: "Transforming Lotus from a UK sports car company to a truly global performance car company has always been at the core of Vision80. The launch of Lotus Technology is a major milestone on the road to making that a reality, while adhering to the unwavering Lotus principles of pure performance, efficiency, motorsport success and, above all, being 'For the Drivers'."



From Lotus PLC via the Lotus Forums.

S.A. Delegate Andrew Stevens recalls his attendance at the 1989 Belgian GP at Spa

The "From the Editor" article on the Belgian Grand Prix (Chunky's Chatter Sept 2021), brought back memories of the 1989 race, which was run in similar conditions to this years farcical "two laps behind the safety car for points, trophies and prizemoney".



An extremely wet start to the 1989 Belgian GP

I was working in Europe and was regularly travelling between Scandinavia and various countries. In late August I'd been in the UK, and flew back home with a stopover in Brussels that just happened to coincide with the Belgian GP. I'd been to a Spa before, and had experienced glorious weather and a great few days at the previous year's GP, so had worked on a repeat performance. I picked up a Citroen AX hire car to drive into the Ardennes, with the plan of sleeping in the car at the trackside campsite adjacent to Malmedy. I bought a General Admission pass at the circuit, paid my camping fee and opted for the "extra" to be able to have a shower each morning, before heading into town for an explore and dinner.

Unfortunately the weekend wasn't to be blessed with perfect autumn weather, and the GP was run in near freezing conditions, with the overnight temperatures dropping way below zero, and a thick layer of ice on the cars each morning. Of course, being Spa, the weather didn't stay the same and Saturday morning was bright sunshine (if barely above zero). I grabbed my towel to hit the showers only to discover that my "extra" entitled me to a shower block with cold water only. Merde Alors ! After that experience, I decided to head into town for breakfast. Of course being the GP, parking was at a premium, but I managed to squeeze the little Citroen into a gap between a 7 series BMW, and a wall. I sauntered off for breakfast and arrived back to find a rather agitated Michaeli Alboretto trying to work out how to get into his BMW !

At the track, the conditions were fine, if cold, and Senna snared pole position from Prost - both in McLarens, with the Ferrari of Berger in 3rd and hometown hero Thierry Boutsen 4th in the Williams The biggest shock was that with Hazell Chapman in attendance, along with the Camel heirarchy, Nelson Piquet and Nakajima failed to qualify their Lotus !

Race day dawned cold and rainy. My previous year's prime spot above Eau Rouge had been blocked off to general admission holders (thanks Bernie) so I had decided that I'd grab a position at Les Fagnes, where you could see the cars exit the fast double apex Pouhon, and then through the right left complex as they headed off towards Stavelot and the run back up the valley.

The rain had set in overnight to add to the temperature that didn't get above 10 degrees.

After foregoing the pre-paid cold shower, I found a spot on the fence overlooking Fagnes between a couple of Belgians, and a German guy and his girlfriend. The German didn't stop shivering with cold the whole day.

The Opel Lotus race was delayed because of the weather, and eventually a shortened event was held, before the other support races were cancelled. The conditions were so bad that you couldn't see the cars exiting Pouhon, and they would disappear by the apex of the left hand corner. In the F1 warmup, Pier-Luigi Martini used Pirelli's soft rain tyre to be fastest in the Minardi having qualified 14th in the dry !

Come Grand Prix time, the conditions were impossibly worse. The helicopters couldn't fly, and the start was postponed. There was a river running down the straight towards Eau Rouge. Good old Bob Constanduros informed us gleefully from the comfort of the commentators box that the temperature had dropped 6 degrees in 10 minutes - and it wasn't that warm to start with. The conditions were so bad, and the grip levels so low that both Brabham's (Brundle and Modena) crashed on the formation lap ! Eventually they found a way to start the race, helicopters in the air and spray making any sort of vision impossible. The sun was nowhere to be seen. Safety cars didn't exist.

Senna led every one of the 44 laps, with Prost dropping back so that he could actually see where he was going. By halfway through the race, Mansell, who had started his Ferrari 6th, was on Prost's tail, using some novel lines to find grip away from the usual racing surface. He would stay in the McLaren's spray for the rest of the race, jinking from side to side in the hope that Prost would see him through the thick spray. On some occasions, only the back of the Ferrari would be visible as they came past. The most impressive drive was Ivan Capelli (in the Adrian Newey designed Leyton House March), who spent most of the race driving completely blind tucked right up behind Pier-Luigi Martini's Minardi. For 27 laps until the latter wore out his Pirelli's and had to pit. There were times when you couldn't tell that there were two cars !



Ayrton Senna and Nigel Mansell 1989 Belgian GP

Finally the torture was over, with the podium of Senna, Prost and Mansell, but I didn't wait to see it, having headed up the hill as soon as the flag fell for the warmth of my hire car and a drive back to Brussels in the pouring rain. There was to be one last piece of irony, for as I exited the Ardennes, with the Belgian plain visible ahead, the sun broke through the clouds for the first time all day. I didn't care. I was headed for a warm bar and a cold beer, with mayonnaise laden Belgian french fries. But at least there was a race !

Andrew Stevens

CLA SA Delegate

The V8 Esprit turns 25



It was 25 Years ago, In 1996, Lotus launched the Esprit V8. The car was fitted with Lotus' own Type 918 V8 engine. The engine was 3.5 litre all-aluminium 90° DOHC 4 valves per cylinder with a flat-plane crankshaft and two Garrett T25/60 turbochargers but with no Chargecooler. The transaxle used was the same Renault unit as with earlier 4 cylinder Esprits, but upgraded by Lotus racing driver Derek Bell with a much thicker single piece input shaft.

Although it always had offered plenty of power, the earlier models of the Lotus Esprit lacked a seriously big engine, for such a prestige car. Now, in 1996 Lotus and GM took a big leap and developed a serious V8, costing $7.5 million, this all-new engine was designed and developed in-house by Lotus Engineering, who also created the LT5 V-8 for the Corvette ZR1. The Esprit V-8's senior project manager, John Owen, says the biggest lesson learned with the LT5 was: "Keep things simple. You find that most engines grow like Christmas trees, with bits stuck on them everywhere. But to keep down complexity and cost of manufacture, neat design solutions are everything. I didn't want any more than 250 parts numbers in this engine, whereas you usually have about 400. And one of the design rules was that there should be no more than one inch of unused cubic space anywhere in the engine."
As a result, the Esprit's V-8 is an exceptionally neat and compact unit, It weighs only 15 percent more than its predecessor, yet gives the Esprit 350 horsepower, 50 more than before, and it could easily make more, Adding intercoolers and boring it out a bit would bring it close to 500 horsepower.
But then you would run into other dramas, the 5 speed Renault box was already struggling with the earlier 4 -cylinder engine so it certainly wouldn't cope with 500 HP. However, that aside, the car was no slouch for its day, from a standstill, the factory claimed that 60 mph rushes up in 4.4 seconds, and flat-out, the car will brush up against 175 mph. Furthermore, whereas the Esprit used to perform with lag-then-lunge drama, the V8 is much more dignified in responding to commands of the right foot.
Because this engine is so much more flexible than its predecessor, drivers concluded it was a good idea to forget gear changing on twisty roads and leave it in third or fourth gear. This was just as well, because the previously sticky gear-change was even worse, demanding a heavy hand, a strong clutch leg, and an extensive range of expletives. Sadly, it is reported, it was such a slow and cumbersome shift that it spoilt the driving experience.



Lotus UK release the price of the new Emira. Supposedly the last internal combustion engine powered car that they will produce.



Lotus has confirmed the price and full specification of the all-new Emira V6 First Edition. The car, fully loaded with a host of desirable technology, infotainment and comfort features plus unique badging, costs £75,995.Packed with desirable technology, infotainment and comfort features, UK cars will cost £75,995Supercharged 3.5-litre 400hp V6 with six-speed manual transmission as standard, optional six-speed auto with paddle shift. Four option packs included in the spec, plus unique First Edition badging. Choice of six vibrant exterior colours, with more to follow next year. Updated Emira V6 First Edition configurator now live at **www.lotuscars.com**

The price in major European markets has also been released, including in Germany where the car is €95,995. Prices in other international markets, including USA and China, will be released in the coming weeks. Production of the Emira V6 First Edition will start in the spring, with the 'i4' four-cylinder First Edition arriving in the autumn.

Matt Windle, Managing Director, Lotus Cars, commented: "The Emira is the most accomplished Lotus we've ever made, and to celebrate and reward our keenest early customers, we want to make the first cars extra special to own. The features have been carefully selected by our design team to make for a truly special and distinct First Edition."

The Emira is an all-new mid-engine premium sports car that perfectly embodies the ongoing transformation of the Lotus business and brand. It features all the hallmarks that the automotive world has come to expect from a Lotus – striking design, thrilling dynamic performance delivering best-in-class ride and handling, outstanding aerodynamics and an unrivalled experience 'For The Drivers'.

Building on the legacy of the Elise, Exige and Evora, the Emira represents a quantum leap forward for Lotus. Those instantly recognisable brand signatures and core values have been combined with a paradigm shift in levels of practicality, comfort, functionality and technology. The Emira has been developed on a new lightweight bonded aluminium chassis – technology pioneered by Lotus and which remains an intrinsic part of the company's sports car DNA.

Powering the V6 First Edition is the much-loved and Lotus-honed 3.5-litre supercharged V6 engine, mid-mounted behind the two seats. Developing 400hp, it's mated to a six-speed manual gearbox with a visible gearchange mechanism and hydraulic power-assisted steering.

The car rides on 20-inch ultra-lightweight V-spoke forged alloy wheels. They're diamond cut to create a premium two-tone finish, though silver or gloss black versions are available as a no-cost option. Two-piece brake discs with branded calipers are part of the First Edition spec, plus a Tyre Pressure Monitoring System (TPMS).

The First Edition comes in one of six vibrant paint colours: Seneca Blue – which was seen at the car's launch in July –



plus Magma Red, Hethel Yellow, Dark Verdant, Shadow Grey and Nimbus Grey. More colours will be available during 2022.

Exterior details include LED lights all round, a titanium exhaust finisher, heated power-fold door mirrors and rear parking sensors. The Lower Black Pack is fitted as standard, which means the front bumper air blades, front splitter, side sills and rear diffuser are all in finished in gloss black.

There are seven interior colour choices, all available at no extra cost. They are red, black, grey and tan Nappa leather, as well as black Alcantara with either red, yellow or grey stitching. Satin chrome trim finishers, white interior mood lighting and Lotus-branded sill kick plates complete the premium look.

The heated seats feature 12-way adjustability and two memory presets linked to the door mirrors (driver's seat only). Climate control, cruise control, keyless start and selectable drive modes are all included.

Apple CarPlay, Android Auto and satellite navigation (in selected markets) are integrated into the Emira V6 First Edition, supported by Bluetooth and USB/12v sockets. The 10-channel/340W premium audio system has been developed in partnership with respected British brand KEF and includes DAB digital radio. All functions are accessed through a 10.25-inch centrally mounted touch-screen, with driver feedback through a 12.3-inch TFT instrument cluster ahead of the multi-function steering wheel.

Three more option packs are fitted as standard to the car, making four in total. The Drivers Pack gives customer the choice of Tour or Sport suspension with Goodyear Eagle F1 Supersport tyres, or Sport suspension with Michelin Pilot Sport Cup 2 tyres.

The Design Pack adds privacy glass, sports pedals, a black Alcantara headliner, and the choice of black, red, yellow or silver painted brake callipers. Lotus-branded footwell mats are also included. The Convenience Pack adds front parking sensors, rear reversing camera, rain-sensing wipers with aero blades, auto-dimming mirrors and a rear luggage storage net.

Options available at extra cost include a six-speed automatic gearbox with paddle shift (£1,800 / €2,600 in Germany); and the Black Pack, which colours the roof, cantrails, mirror backs, rear Lotus badge and exhaust finisher (£1,200 / €1,370 in Germany).

Production of the Lotus Emira V6 First Edition will start in the spring, with the 'i4' four-cylinder First Edition arriving later in the autumn. An entry level Emira – priced from £59,995 – will be available during 2023.

An updated version of the Emira First Edition configurator is now live at **www.lotuscars.com**, allowing customers to fully spec their car. Images taken from the configurator accompany this news release.

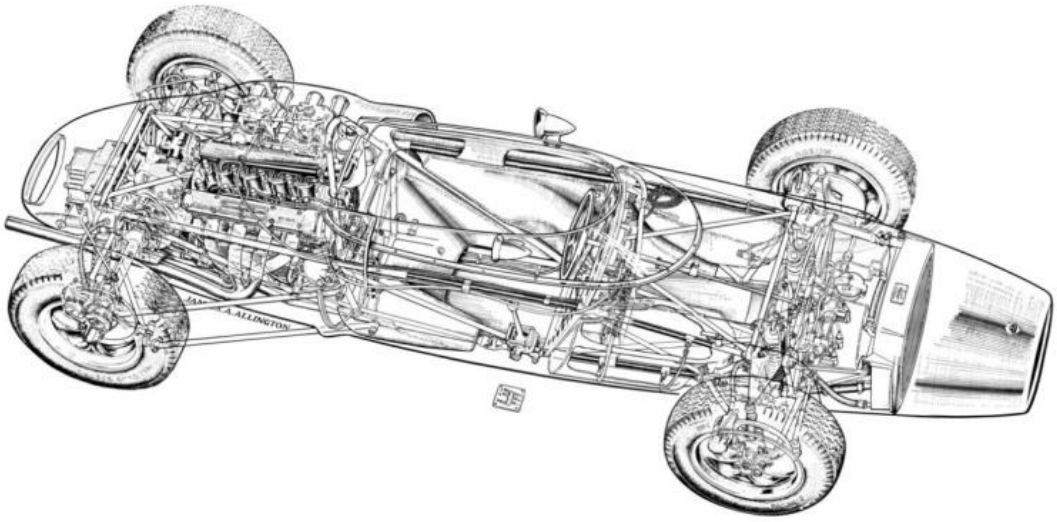
The Lotus 21, a Chapman design that changed Formula 1 thinking. releases 60 Years ago



Jim Clark Lotus 21 in 1961

As 1961 commenced the engine size rules had changed for Formula 1, no longer 2.5 litre engines they were now restricted to 1.5 litre. Almost all of the constructors doubted this was going to happen since it would mean the highest level of Motorsport would be powered by engines the size of which would normally be found in the family car. Only Ferrari had an engine ready. Other teams, expecting Climax to release its 1.5L V8 engine were left frustrated as it failed to materialize at the start of the season. Lotus opened the season with the Lotus 18 powered by a 4 cylinder Coventry Climax engine, all very unspectacular.

Colin Chapman however, had his fertile mind at work. Whilst the 18 was a great car, he needed an advantage, especially while waiting for Climax to develop a more powerful engine. The previous year he had released the Lotus 20, a Formula Junior car, but with some interesting innovations. Not the least of which was that the driver sat almost prone in the cockpit, rather than sitting up (like in an armchair) resulting in significantly less drag and a resulting higher to speed in straight line.



A cutaway image of the Lotus 21 showing the inboard components of the front suspension

Chapman bought this to bear in his new Formula One car, the Lotus 21. Now for the first time in F1 did he release a car with inboard suspension. That is, he took the spring / damper components inside the car and left only the wishbones exposed to the air-

stream. There were several advantages to this including the reduction of un-sprung weight, the reduction of components in the airstream and the centralization of weight from the periphery of the wheels to the centre of the car. Additionally, Lotus -now started using the ZF gearbox rather than the seemingly always troublesome 'queerbox'. Minimal advantages, it could be argued, but when you have lost any advantage with engine power, everything else matters!



Innes Ireland won the first F1 grand Prix for Lotus in the 1961 USA GP

It first appeared in the '61 Championship at the hands of Jim Clark who was fastest in first qualifying session, however a failed fuel pump early in the race saw him withdraw. The race was won, ironically by a Lotus, an 18 driven by Stirling Moss and entered by Rob Walker. Whilst the car was not a spectacular success, it did win the first F1 GP for Lotus when Innes Ireland took it to victory in the 1961 at the end of the season with a win in the USA GP. But by the end of the season and into 1962, Chapman was obsessed with the development if the monocoque Lotus 25 and the spaceframe Lotus 24 as a stopgap.

There were 11 Lotus 21's built, and amazingly Lotus finished second in the '61 World championship, beaten by Ferrari, who had the advantage of having developed a 1.5 litre engine before the start of the season.



In case you are missing stories about day trips and EMR's, here's one from the USA that happened this time last year

ABRR: America's British Reliability Run, October 17, 2020

What a title. What a concept. Tongue in cheek?
Based on similar events in the UK, the ABRR is designed to raise money for non-profits that benefit children. As custodians of British cars we should use them whenever possible for philanthropic purposes, and while doing so we can get together with like-minded people to get the greatest pleasure in doing something for the benefit of others.
The 2020 Pennsylvania ABRR sold out and broke all previous fundraising records. Funds this year went to support the Pediatric Orthopedic Care Unit for the kids at Shriners Hospitals for Children in Philadelphia. We had 60 ABRR Teams running two single-day events with outside food venues so we all stayed safe.



All British cars before the start of the event

The 2020 Pennsylvania ABRR almost didn't happen because of Covid-19 but the organizers adapted and held a one-day driving event instead of the usual 3-day event. Linda and I drove the Elan top-down the entire trip.

The October early morning drive was invigorating to say the least since the temperature was in the low 40's when we left for Yardley PA. After a great buffet breakfast (socially distanced and masked when not eating) we drove wonderful back roads from Yardley through historic Washington's Crossing Historic Park where George Washington and his troops crossed the Delaware River on Christmas Day 1776. The drive continued up the Delaware River along the scenic River Road to New Hope PA and into New Jersey before crossing the Delaware back into Pennsylvania. We drove uphill and out of the river valley, crossing a few vintage covered bridges and passing the Van Sant Historic Airfield before heading over the beautiful little bridge in Riegelsville that was designed by John Roebling of Brooklyn Bridge fame and onto our lunch stop at Villa Milagro Vineyards in Phillipsburg NJ. The sun was shining and things were warming up by this time and some other drivers were able to put their convertible tops down during the lunch stop. We had a great lunch and really good wine (again practicing safety measures) while awarding prizes to



Ray and Linda in their Elan

the top 10 teams in fund raising. Linda and I were 7th with over $1400.00, and the total raised from our one-day event was over $36,000! Wow! With Covid affecting so many of the fund-raising events for the Shriners Hospital for Children the ABRR was the biggest contributor of this year with a 2-day grand total of $66,995.00! Thank you to every one of our customers who helped support our TEAM LOTUS with their donation. We really appreciate your generosity and support of Shriners Hospital. After lunch we took off across the Riegelsville Bridge and back into Pennsylvania. This was our last crossing of the Delaware River; we had crossed the river a total of six times over the course of the day! As we made our way towards our afternoon final stop at America on Wheels Museum in Allentown, PA we drove up Drifting Drive in Springtown PA. Drifting Drive was used as a hill climb event in the 50's and 60's and it's a favorite road of mine since it's not far from our home. When we arrived at America on Wheels our temperatures were taken and we had private access to the museum. The day ended quietly from there as everyone made their way home.



Ray & Linda Psulkowski
r.d. enterprises, ltd.
Quakertown, PA

r.d enterprises are a large supplier of Lotus parts in the USA. Many thanks to Alan Pate for this story

SA Lotus Torque

An occasional contribution from our SA delegate Andrew Stevens

Monthly Runs

After SA's private group restrictions led to the cancellation of the August Run, we were back in force for the September Run. Being on Father's Day always diminishes the attendance due to family commitments, but the turnup was surprisingly good. After a quick whip around of destinations – Sheena's suggestion of London was judged to be too ambitious for a Sunday Run – we soon headed south for McLaren Vale. The storms overnight had led to quite a bit of road debris as Michael Ford led us through some wonderful roads, including one that just might now be my new favourite bit of Adelaide Hills tarmac (there's a lot to choose from), with everyone arriving safely at the McLaren Vale Visitor Centre for coffee, cake and conversation.



Sheena's suggestion of London was judged to be too ambitious (Courtesy Andrew Stevens)

We get together on a monthly basis at the Sikh Centre of SA car park at 9:00am on the 1st Sunday of the month. It's on the SE Freeway up track, and the first driveway after the Glen Osmond Rd/Cross Rd/ Portrush Rd intersection.



The McLaren Vale Visitor Centre carpark was adorned with Lotus (Courtesy Andrew Stevens)

Elsie Lives – Mallala 70th Anniversary Celebrations

Mallala Motorsport Park celebrated 70 years of motorsport in August and Julian Casson participated in one of the famous Elise nicknamed "Elsie". For those who don't know, while in Giles Cooper's hands "Elsie" undertook a trek to the Arctic circle.



Elsie lives! Julian Casson at Mallala 70th anniversary (Courtesy Julian Casson)

Now in the care of Julian, she is one of the best examples of the breed, and Julian enjoyed civilised lapping of the circuit as 70 years of motorsport was celebrated.

EOI Driver Training / Skills Day at The Bend Skid Pan Date TBD

Julian Casson is seeking Expressions of Interest for a Driver Training / Skills session on the skidpan at The Bend. The event will be supervised by a professional instructor, and participants need to be members of an affiliated Car Club, and hold an S2 licence (day licenses available). Depending on numbers we may join forces with Zagame for the day with some of their exotics.

Expressions of Interest to Julian Casson at mr_casson@yahoo.com.au

SA Hillclimb Championships 11 & 12 September

Three Lotus owners participated in the SA Hillclimb Championships at Collingrove in the beautiful Barossa Valley, about which you can read full details elsewhere. Graham Smith had his S2 111S/R, while I had my S1 in Sport 190 spec, running head-to-head in the under 2000cc Road Registered class. Willa Wauchope had entered his Yaris RS in improved production, as his long-awaited Europa rebuild wasn't quite done.

Surprise of the day was Graham being presented with his 2020 Class Win trophy.



Graham Smith with his 2020 Trophies (Courtesy Andrew Stevens)

Saturday was a beautiful day, although times were a bit slow, with Graham and myself split by 0.01 second after our 4th run. Unfortunately, I broke my car on the 5th run, while Graham decided that he was now going backwards and called it quits.

Willa was exploiting the 4WD and technology in the Yaris to be quicker than both of us.

Saturday night saw a huge storm come through Adelaide, and Sunday's running was on a wet track. Despite fixing my car overnight, I decided that there was no point running in the wet, a decision Graham had also come to.

Willa's runs had led to him qualifying for the top 10 shootout, with his run in the wet being rewarded with 4th place outright !

In the end Graham and I both finished second in class, despite me having a quicker time. To work out how that eventuated, you'll have to read the Hillclimb report elsewhere in this edition.

Shannons QMT Yankalilla Classic Car Show21 November

We've been invited to participate in the 2021 Yankalilla Classic Motor Show in the Fleurier Valley . It's open to historic vehicles of all types built before December 31st, 1991, and will be held at the Yankalilla showgrounds between the towns of Yankalilla and Normanville on the corner of Main South Rd and Jervois Rd. about 75 km south of Adelaide.

This is a family friendly event, and is in support of the Yankalilla Lions Club. Entries are $15 for a car and 2 passengers with additional passengers and spectators $5 each, but note that due to their COVID Safe Plan, all spectators need to have booked and registered.

We'll probably organise a convoy for spectator vehicles if there is enough interest, as the drive down to Yankalilla is quite enjoyable.

More details can be found at: https://www.facebook.com/YankalillaClassicMotorShow/

Entries are open until 21 October at: https://www.eventbrite.com/e/yankalilla-classic-motor-show-registration-163144011129

Cheers and Safe Driving

Andrew Stevens

0448 456 605

55 Years ago, this month Jim Clark won the USA Grand Prix driving the newly designed Lotus 43.



For 1966, the F1 world was in a bit of turmoil (what's new!) when road register sports cars were going faster than F1 cars. The 1.5 litre GP engine size had clearly had its day so the FIA rules for 1966 allowed for a 3-litre engine. Cosworth promised Chapman that it would have an engine ready but that wasn't going to happen. In desperation, Colin did a deal with BRM to use their P75 H16 engines. The first sign of trouble was when the first H16 engine arrived at Lotus, and it required four men to lift it from the truck. The engine proved to be overweight, unreliable and was unable to produce the promised power. It soon became obvious it was a Pit-Bull in a bucket.

All of the teams were struggling with their new engines, but there was a new factor in the mix. For the first time, starting money was dropped and the American organisers brought in a new (and very popular) finishing position prize. $20,000 for first to $2,800 for twentieth. The total of $102,400 was by far the richest in the World Championship, and the first prize amount was more than the first prizes of all the other races put together! The enthusiastic acceptance of this arrangement by the European team managers and owners marked a huge philosophical change for the Grand Prix establishment in how to promote a race meeting.

Team Lotus had three cars, a H16 BRM, a 2-litre V8 BRM and the 2-litre V8 Climax. The V8 BRM car was for Rodriguez and the other two for Clark and Arundell. With this new prize system in place, finishing was doubly important and Clark intended to use the more reliable two-litre Climax engine.

Practice was over eight hours in all, four hours on Friday and four hours on Saturday. Friday was cold, dry and very windy, except for the last hour, when the wind dropped. Bonnier, McLaren and Rindt were out the moment the track was opened and soon most drivers were under way. Bandini's Ferrari was the first to break the 120-mph barrier, as he posted a time of 1:08.67. John Surtees, and Graham Hill were the only other drivers under 1:09 on Friday. But Clark was having second thoughts about his car, even though the BRM engine had its problems it was clearly very quick.

So on the second practice session he switched to a BRM engined car, and In the first hour it was Clark who went fastest, taking 0.03sec off his last years' time but the wind on the straight was keeping times in general down. As the session drew to a close the wind dropped and there was frantic activity in the last few minutes,



Jack Brabham grabbed the pole at 1:08.42, and Clark joined him on the front row with a 1:08.53. Immediately after recording his best time, Clark heard a thud behind his back, and when he stopped in the pits, there was oil dripping from the H16's exhaust. The BRM team offered a much-used spare H16 engine, and the Lotus mechanics worked into the night fitting it into Clark's race car.

Sunday was cool, but dry. The normal overnight work was completed in all teams, except Lotus, who were working on the H16 right up until the last moment. An hour before the start it still wasn't certain if Clark would drive the 3-litre or the 2-litre car. A crowd of 75,000 included actors from the soon to be released film ***Grand Prix*** including James Garner (Pete Aron), Toshirō Mifune (Mr. Yomura) and Jessica Walter (Pat Stoddard), as well as director John Frankenheimer,

An hour before the start, Clark was still unsure which car to use in the race. He finally chose the Type 43 with BRM's spare H16. But as the cars were put on to the grid Clark's position remained empty until just before the engines were started for the warm-up lap. Even when he stopped on the line, oil was running from somewhere and it wasn't until the crew tightened it up and he began his warm-up lap.

At the flag, Bandini jumped from the second row into the lead, ahead of Clark, Richie Ginther, Brabham, Surtees, Jackie Stewart, Hill and Denny Hulme. Ginther immediately began dropping back, while Brabham found his rhythm and moved up, taking Bandini for the lead on lap 10. Surtees also got around Clark for third spot and had attached himself to the leading pair when they came upon Peter Arundell's Lotus on lap 16. Brabham and Bandini got past, but Surtees remained stuck behind. He tried to get around Arundell on the pit straight, and again in The Esses, but as he pulled alongside, the cars touched and both slid across the grass, then headed for the pits. Surtees actually pulled into the Lotus pit to confront Arundell and had to be restrained by Lotus mechanics. Having wasted several minutes there, he rejoined in thirteenth position, two and a half laps behind.
On lap 20, Bandini regained the lead from Brabham and began to draw away until, suddenly, on lap 34, his engine blew, and Brabham found himself alone with a sizable lead over Clark. Surtees, meanwhile, was still steamed over his bout with Arundell and was the fastest car on the track. He unlapped himself once and set the fastest lap of the race on lap 31. Just past half distance, on lap 55, Brabham also blew his engine! Clark was surprised to find himself in the lead, almost a minute ahead of Rindt's Cooper. Surtees continued his charge, unlapping himself for the second time and passing Bruce McLaren and Jo Siffert for third place.

Clark was unchallenged the rest of the way and came home with the only victory the BRM H16 engine would ever record. When Rindt coasted in two minutes, 28.5 seconds later and out of fuel, his last lap was not counted since it was more than twice the leader's lap time. As it was, he retained second place, on the same lap as teammate Surtees, who was third. The win, Clark's first of the year, ended Graham Hill's three-year string at Watkins Glen. While they did not score any points, the Brabham team won the Formula One Constructors with one race remaining. But it was Jim Clark's Lotus, with the powerful, normally unreliable, BRM H16 engine, that crossed the line and recorded the ill-fated engines only win.

TD

Conditional Registration

Renewal of classic and historic vehicle registration

Classic and historic vehicle registration renewals during COVID-19

To protect the community and help slow the spread of COVID-19, Transport for NSW in collaboration with Service NSW have implemented a number of temporary measures to assist customers.

Service NSW Centres are open to support customers with essential services only. As per the stay-at-home order, if a transaction is not essential, customers are advised that they should delay their visit to a service centre. As historic and classic vehicles are often a recreational or a secondary vehicle that can only be used a specific number of times per year, renewing registration is likely to be classified as a non-essential transaction.

As classic and historical vehicle registrations **are unable** to be renewed online, Transport for NSW has made the following temporary changes to assist customers with registration renewal of their **classic and historic vehicles**:

- If the registration of a **classic vehicle** due between **28 June and 31 October 2021** has expired more than 3 months, customers can get a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report required to re-establish the registration. This is only available to **classic cars** whose registration expired during that specific time period. Safety Checks will be valid for 6 months.
- If a classic or historic vehicle is the **only** vehicle owned, and is a customer's primary mode of transport and the customer has documentation that illustrates this, they can attend a Service NSW Centre to renew their registration.
- If a safety inspection of a **classic vehicle** is due between **28 June and 31 October 2021**, customers can get a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report. This is only available to **classic cars** whose registration expired during that specific time period. Safety Checks will be valid for 6 months.
- Registration establishment or renewal for **historic vehicles** is the same as the current process. Customers can renew their historic vehicle registration and retain their existing plate, at no additional cost for keeping the same plate.
- Registration can be renewed by post. Customers can send a cheque or credit card authority, registration renewal notice and relevant declaration to: Service NSW, PO Box 21, Parkes, NSW, 2870.
- For further information go to https://www.nsw.gov.au/topics/vehicle-registration/conditional-and-seasonal/conditional-change

Classic and historic vehicle – conditional registration renewals

Due to the current restrictions in NSW, we have had to make some changes to the way you renew your classic and historic registration.

What do I do if my registration has expired?

If your registration has expired since 28 June 2021, or is due to expire before 31 October 2021, you do not have to renew your registration. However, once it has expired, your vehicle will have a registration status of "suspended". This means you can not drive your vehicle and you must adhere to all restrictions placed on an unregistered vehicle. The "suspended" status will last for 3 months. During this time, you can still renew your vehicle's registration. However, after the 3 month suspended period has ended, your registration will be cancelled as per normal process.

What if my vehicle is my only form of transport?

If your classic or historic vehicle is the only vehicle you own, and is your primary mode of transport, and you can provide documentation that illustrates this, you can still renew your registration. If you attend a Service NSW centre and notify the customer service representative, your transaction will be processed.

How do I renew my *classic vehicle* registration if it has expired?

If your registration expires between 28 June and 31 October 2021, you will be able to obtain a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report. This process is only available to classic cars whose registration expired during that specific time period.

You are only permitted to drive your unregistered vehicle on a public road to obtain the Safety Check or for another purpose directly associated with the registration process. Once you have received the Safety Check, you will be able to renew your vehicle registration with the existing plate, at no additional cost for keeping the same plate.

Conditional Registration
Renewal of classic and historic vehicle registration during COVID-19

How do I renew my *historic vehicle* registration if it has expired?

Registration establishment or renewal for historic vehicles is the same as the current process.

You will be able to renew your vehicle registration with the existing plate, at no additional cost for keeping the same plate.

How can I pay my registration once restrictions have eased?

Classic and historical vehicle registration **cannot** be renewed online. If you attend a Service NSW centre, notify the customer service representative and your transaction will be processed.

You can also renew your registration by post. Send your cheque or credit card authority, registration renewal notice and relevant declaration to: Service NSW, PO Box 21, Parkes, NSW 2870.

Will the registration date change?

If you renew your registration **within** 3 months of the expiry date, the registration period will be effective from the original date of expiry.

If you renew your registration **after** 3 months from the expiry date, the registration period will commence from the date of the transaction.

Will I be able to keep the same plates?

You will be able to use the same plates when renewing the registration of your classic or historic vehicle at no additional cost.

For further information go to https://www.nsw.gov.au/topics/vehicle-registration/conditional-and-seasonal/conditional-change

For queries and comments please email IndustryEngagement@transport.nsw.gov.au

Answer to last months "Now who Said That?"



Last months quote was

My game is going wrong - the star is setting"

The winner was Bob Hunter, followed a few moments later by Evan Jones



1952 the year Ascari won the world championship and every GP he entered

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

"'Oh yeah, Monaco 1961. The year I came out the fking tunnel without the f**king car.'**

Remember the person quoted is mentioned in this issue of Chunky's Chatter. This one is pretty easy with a bit of research so no hints save for the fact that he drove for Team Lotus in the early days

CLA NSW 2021 – 2022 Diary

Month	Day Date	Event	Time	Location
Oct-21	Sunday, October 10, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	**CANCELLED**
	Saturday, October 16, 2021	Lunch NSW Rail Museum Thirlmere	11.30am	**CANCELLED**
	Sunday, October 17, 2021	All British at Kings	9.00am	**CANCELLED**
	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	**CANCELLED BY CIRCUIT**
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
Jan-22				
	Sunday, January 9, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, January 16, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Feb-22				
	Sunday, February 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, February 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Mar-22				
	Sunday, March 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, March 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Apr-22				
	Sunday, April 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, April 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, April 23, 2022	CSCA SCCA	8.00am	SMP South
May-22				
	Sunday, May 8, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, May 15, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jun-22				
	Sunday, June 12, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, June 19, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jul-22				
	Sunday, July 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, July 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Aug-22				
	Sunday, August 14, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, August 21, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Sep-22				
	Sunday, September 11, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, September 18, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-22				
	Sunday, October 9, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, October 16, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Nov-22				
	Sunday, November 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, November 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Dec-22				

For Sale

4 Minator Mag Wheels for Lotus Elan.

13J 13" x5"

with nuts' caps etc.

Brand new, never used.

Surplus to requirement. Pick up Warners Bay

$700

Contact John 0249485047



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



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











WANTED

Hi, I am looking for a gearbox for an S4 Elan, Please contact Craig Charnley. 0457992250

craig@corkcharnley.com.au

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



