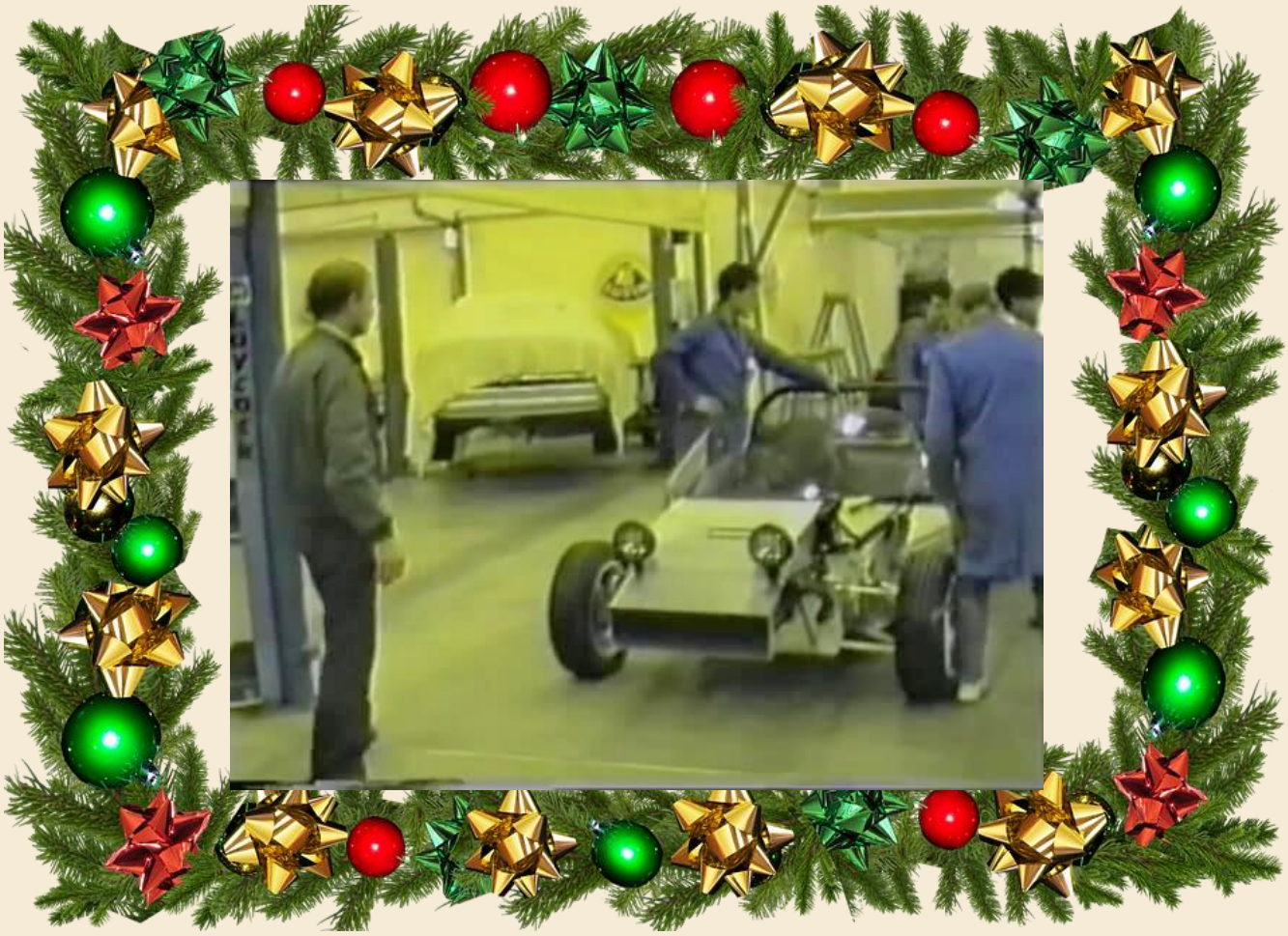
DECEMBER 2021

Chunky's Chatter



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



Inside this issue

- A Christmas story from Lotus a few years back.
- Don't forget the CLA NSW Christmas Party.
- Jazz great an early Lotus fanatic Chris Barber left us earlier this year.

December 2021

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

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

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

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COVER PHOTO The original prototype Elise gets its first outing on the Hethel track on Christmas eve 1999 (It was code named the M111)

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 on the first Sunday of each 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



Well, Happy Christmas everyone.

I very much hope you and yours enjoy a restful break after another difficult year; Caroline and I have decided to take three weeks off over the end of the year, and go and be hermits somewhere other than Sydney.

So if you are trying to get hold of us, don't be surprised if there is no answer - it's one of the few places within two hours of Sydney with no phone signal! Glorious.

But before that, next weekend (Sunday 12th) we have the AGM and CLA Christmas Party; we are still very much expecting to have it in person in Tunk's Park in Lane Cove National Park; we will kick off the AGM at 11am (and will have a Zoom line open too for those who would like to join remotely), followed by the BYO picnic in the park from about 12 onwards.

The agenda for the AGM is largely as in prior years (sign-off of the financials, appointment of the committee, review of the year that was, plan for the year to come) with the notable exception that we will be asking for your endorsement or otherwise of the revised CLA constitution.

The revised version was sent out earlier this year for consultation, and the final version is on the members area of the website (in the Member Jungle site, under CLA Documents); we need 75% approval of all those attending the AGM for this to be ratified, so would value your presence and vote on the day.

Additionally, if anyone would like to nominate for any of the roles on the Committee, or simply to join as a General Member, we are always on the hunt for willing volunteers.

In particular this year we need some help with:

- Motorsport, where the team is going to need some additional support following David Mackie's move to Queensland; and

a replacement (as if that were possible!) for Anne in the role of Vice President, following her well deserved retirement this year following many years of wonderful service to the club.





In other news, the new ominously-named Omicron variant of the covid virus is causing the press (with nothing better to do) to drum up a crisis; very sadly, this week we lost another great name in motorsport with the passing of Sir Frank Williams, and just so you don't think I've completely lost my British roots, a mention of the weather, which continues to dampen spirits (at least in Sydney, I can't really speak for anywhere else as I haven't been there in such a long time).

On a brighter note, I got some encouraging photos of the Eleven, which continues to come back together looking rather dashing, and the Elite repairs have made the next step towards a coat of paint (although the rain is slowing that process down as the abnormal moisture in the air apparently upsets the quality of the paint - I do wonder who they ever manage to paint cars in, for example, the UK?)

On that note I will wish all of you and your families a restful, joyful and above all safe summer holidays, and given that we will next speak in 2022, a very Happy New Year too, and may it be a bit easier than the last two.

Pip pip

Ashton

From the Editor

Tom Devitt



Hi everyone and welcome to the last Chunky's Chatter for 2022. I have often looked at photos of the 1918 so called Spanish Flu that swept the world and killed millions, and I have always been thankful that I have never had to live through anything like that, and then of course along comes COVID. I am really hopeful we are over the worst of it because owning and driving a Lotus means social and often competitive interaction and this has not been possible in any real way for the last 2 years. My work environment has changed as I am sure yours has , in dramatic ways and clearly will never return to what it was in 2019.

Anyway, enough of the gloomy stuff. We have decided that there will definitely be an NSW CLA Christmas party as I am sure other states have also decided. For us we are meeting up at an old favorite, Tunk's Hill Picnic area in the Lane Cove National Park, on Sunday 12th December. As much as the committee would have loved to cater for this event it is simply not possible. So, its bring your own picnic. There are Barbeques available at the site as well as a large sheltered area if it gets too hot or too rainy. So please, pack a lunch, or even get some pre-made sandwiches from Coles or Woollies, put in a couple of bottles or cans of what makes you relaxed and join us on the 12th December. Remember however it is a National Park so there is an entry fee and absolutely no pets!

Late November saw the passing of probably the last of the F1 "gariagistes" (as Enzo Ferrari called the small F1 teams). Frank Williams left us after a fabulous career in F1 including a large part of it as a tetraplegic (similar to a quadriplegic but with the injuries further up the spinal cord so, in fact, more debilitating. He was in fact, the oldest living tetraplegic. We have a look at his life and team inside.

Another thing, regarding Classifieds in this Magazine. They are really only supposed to be exhibited, for 3 issues, but in my overwhelming generosity, I leave them there until you tell me they are sold. You may remember, I have a Christmas cleanout, so I am going to delete all the adds that have been in the Magazine longer than 3 months unless you email me and ask me to keep the ad in.

Sorry to end on such a cheery note but Merry Christmas to all my loyal readers and in fact to all members of CLA, damn it all Lotus Owners!!

Cheers

Tom



2021 NSW Christmas Party & AGM

This year we return to the Tunk's Hill picnic area in the Lane Cove National Park

AGM at 11.00am then party from 12.00.

There is no charge but you will have to pay to enter the park. And don't forger to bring your own food and drink

Amenities Available
Recycling station available

Toilets

Wheelchair-accessible toilet available

Flush toilets

Picnic tables

Barbecue facilities

Gas/electric barbecues (free)

Wood barbecues (bring your own firewood)

Carpark

Drinking water





A Lotus Christmas story from the past

Courtesy of the Lotus Forums



At Hethel, on the 24 December 1994, where in one small workshop a handful of engineers were working extremely hard to achieve a significant milestone before the factory closed for the Christmas break. The target, which was primarily motivational and psychological, was to complete the build of the first prototype of the Lotus Elise – aka Proto One – and drive it around the famous Hethel test track.

The first chassis had arrived from the supplier in Denmark a month before. This was before manufacturing of the extruded and bonded chassis started in the UK and became Lotus Lightweight Structures, the Lotus sub-division based in Worcester. Like all 'technology proofs' at Lotus, the chassis had been put on display at Hethel for half a day so that staff could view it. Weighing only 68kg – as the production chassis does – it was viewed like a spaceship had landed, with engineers, technicians, sales people and management all gathered around. People couldn't resist stroking, tapping and caressing the smooth silver anodised structure. A few immediately identified it as being not just innovative for Lotus but revolutionary for the industry. The chatter continued for days afterwards.

Over the following weeks, the Project M111 team worked long hours to build the car and get it running by Christmas Eve. At 6pm, when everyone should have been at home with their families, there were still about 50 items that needed to be done to do to get the car running. It seemed like an impossible task, but the question was posed amongst the team – was there anything that couldn't be completed by midnight? There wasn't, so the team pushed on.

Richard Rackham, Vehicle Architect for the Lotus Elise at the time and now Head of Vehicle Concepts, remembers: "The excitement had been building through the day, lots of people were guessing how much the running car would weigh and we had a little sweepstake going. The enthusiasm of the technicians, I've never known anything like it. We were all getting stuck in as we wanted this thing to roll. And at the time we even thought that it didn't look half-bad – because love is blind – but looking at Proto One now, it was hideous!"



The car was essentially a rolling Elise chassis with Lotus Seven -style mudguards, a rudimentary windscreen, two seats and a pair of frog-eye headlights standing proud at the front. It was certainly not clad in the Elise's clam-shell bodywork that has now become traditional, nor did it have any disguise, but it was technically very attractive.

It was well into the evening when the list of jobs was complete. Richard Rackham and Tony Shute, Project Manager for Project M111, put on their crash helmets and headed out into the dark and on to the Lotus test track. "It was icy, but a brilliant moonlit night; it was one of those magic moments," reflects Rack-



ham. First impressions were that it was very quick, because of the torque of the engine and the obvious lack of weight. And, of course, as it was a Lotus, the steering response was excellent.

Little evidence exists of that Christmas Eve, save for some grainy VHS video-cam footage. The only shots of the car driving on the test track – it was very dark after all – were captured on the Lotus CCTV cameras. Two security officers in the Lotus Gate House tracked the car running its laps, firstly for safety but also such was the level of enthusiasm for the new car across the business.

The car returned to the workshop and most of the team went to the pub for a celebration drink. They knew a significant milestone had been accomplished on the last working day of 1994, but also that there was a huge amount of work to do before delivery to the first customers 18 months later.

Almost exactly 26 years after that Christmas Eve, Richard Rackham recollects: "It was an amazing period, a real learning experience of what could be done, in a short time with the right team. We were only around 11 months into the project and already had a running prototype.

A huge achievement for any company, but this was with a totally new vehicle construction technology. So not only were we developing a new car, we were in parallel conducting pioneering R&D into a technology that is now omnipresent in the automotive industry. And we were testing for the first time on a frosty Christmas Eve."



OK, it's an old one but I still like it!

On the first Sunday of each month, owners of exotic cars in Tasmania gather at Hobart's Sandy Bay to show off their cars. Lotus is no exception. Robert Verhey sent us this fabulous photo collection from November 7th














SI 788C


COFFEE




VC 2480


7




SI 2081



Chris Barber Hazz great and great friend of Colin Chapman passed away earlier this year



Chris Barber in full song!!

Chris Barber jazz musician and great friend of Colin Chapman passed away earlier this year. Donald Christopher Barber OBE (17 April 1930 – 2 March 2021) was best known as a bandleader and trombonist. As well as scoring a UK top twenty trad jazz hit with "Petite Fleur" in 1959, he helped the careers of many musicians. These included the blues singer Ottilie Patterson, who was at one time his wife, and Lonnie Donegan, whose appearances with Barber triggered the skiffle craze of the mid-1950s and who had his first transatlantic hit, "Rock Island Line", while with Barber's band. and, later, Alexis Korner, and sponsored African-American blues musicians to visit Britain, making Barber a significant figure in launching the British rhythm and blues and "beat boom" of the 1960s.

Barber was born in Welwyn Garden City, Hertfordshire, on 17 April 1930, he started learning the violin when he was seven years old and at 18 he bought his first trombone , and began visiting clubs to hear jazz groups. He then spent three years at the Guildhall School of Music and started playing music with friends he met there,

In 1950, Barber formed the New Orleans Jazz Band, a non-professional group and then he and clarinetist Monty Sunshine formed a band in late 1952, with trumpeter Pat Halcox among others, began playing in London clubs,

The band's October 1956 recording of Sidney Bechet's "Petite Fleur", a clarinet solo by Monty Sunshine with Dick Smith on bass, Ron Bowden on drums and Dick Bishop on guitar, spent twenty-four weeks in the UK Singles Charts, making it to No. 3 and selling over one million copies, and was awarded a gold disc After 1959, Barber toured the United States several times where "Petite Fleur" charted at number 5 on the hit parades

During the 50s and 60's with the encouragement of other local musicians he encouraged many new names into the business including Peter Green, Eric Clapton and the Rolling Stones.



A young Chris Barber and wife in his first E lite

It is well known that the British rhythm and blues powered the British invasion of the USA charts in the 1960s

Chris's other great love was cars, owning a Lagonda and an Acera before driving and racing a Lotus IX. Becoming friends with Colin Chapman he purchased an early Elite from him on one condition. He and Sir John Whitmore raced elites at Brands, Olton, Silverstone, Aintree and even at the Nürburgring, his band often entertaining racegoers after the British F1 GP's

Ironically, he was at the Easter Brands Hatch meeting where Chapman first competed against Jim Clark and the rest is of course, history.

Colin and Hazel, on the evening before his death in 1982, dined with Chris and his wife amongst others.

In 1999, Chris expanded his band to 11 members, eventually renaming it The Big Chris Barber Band in 2001. This was among other things so that he could play the music of the early Duke Ellington band, one of his favourites.

Barber published his autobiography Jazz Me Blues in 2014, He announced his decision to retire on 12 August 2019, after some 70 years of performing.



Good friends meet for dinner several years ago. CLA co/founder Brian Caldersmith, Lotus original Warren King, Sir John Whitmore and Chris Barber. Chris eventually let John race his Elite as he said he was a quicker driver!

Barber was awarded an OBE in 1991 for services to music. In June 2006 he received an honorary doctorate from Durham University, and in September 2013 he was awarded the "Blues Louis" for his services to popularizing the blues in Europe at the "Lahnstein Blues Festival" (Germany), where he is honoured with the annual award. In 2014, he was honoured for his life's work with the German Jazz Trophy

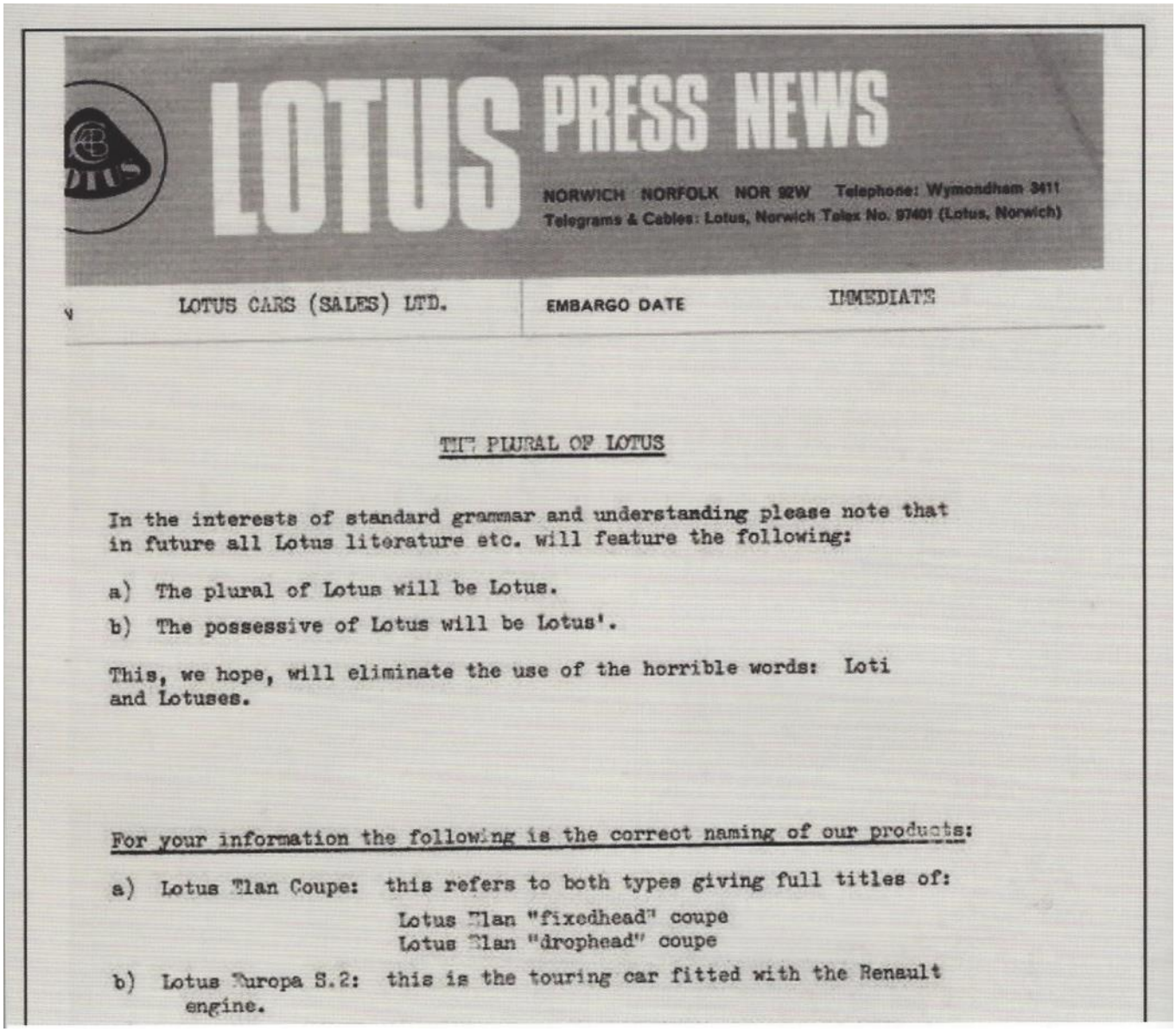
He was the annual Gest speaker at the Historic Lotus Register in 2016

Barber was married four times. His second marriage, to Ottilie Patterson, lasted from 1959 until their divorce in 1983. He subsequently had two children during his third marriage.

Barber died on 2 March 2021. He was 90 and had suffered from dementia.

The plural of Lotus

Back in the 60's Lotus was getting tired having its plural referred to as Lotuses and Loti so it released a rather terse press release



LOTUS PRESS NEWS

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THE PLURAL OF LOTUS

In the interests of standard grammar and understanding please note that in future all Lotus literature etc. will feature the following:

a) The plural of Lotus will be Lotus.

b) The possessive of Lotus will be Lotus'.

This, we hope, will eliminate the use of the horrible words: Loti and Lotuses.

For your information the following is the correct naming of our products:

a) Lotus Elan Coupe: this refers to both types giving full titles of:
Lotus Elan "fixedhead" coupe
Lotus Elan "drophead" coupe

b) Lotus Europa S.2: this is the touring car fitted with the Renault engine.

Reprinted from this months HLR Magazine

Carss park in November NSW CLA Get together as things open up!!

On Sunday, the 14th of November, we enjoyed a lovely Sunday morning catching up by By the Bay Cafe in Carss Park. Scroll along and enjoy a few photos from the day.

After a very wet week, and pointing at some very black clouds on the drive in, we were greeted with warm spring sunshine lighting up a candy coloured collection of Lotuses in the car park above By the Bay Cafe. With Elise's various, an Exige, Evora,









Cortina, Elite, Elan and more present, all eras of the marque were well represented along with a couple fun and different ring-ins from Lancia, Audi and Porsche.

For those on the other side of our sprawling city, we'll be catching up at Kokoda Cafe in Rhodes Park from 9:30am this coming Sunday, the 21st of November.

The Carss Park Tyre Kick will take a month off in December, as we'll be heading to Tunk's Hill in Lane Cove National Park to hold our 2021 AGM followed by a relaxed Christmas picnic on Sunday the 12th of December.



Lotus at the Guangzhou Auto Show

The Lotus Emira is proving to be one of the main attractions at this year's Guangzhou Auto Show, which opened last week. The show stand has been packed with media and customers from across the region as the all-new sports car is revealed in China for the first time.

In a keynote speech, Mr. Feng Qingfeng, CEO, Group Lotus, confirmed the local price of the Emira V6 First Edition. The cars – to be built at Hethel, the home of Lotus since 1966 and the company's global headquarters for sports car production – go into series production next year.

Mr. Feng also spoke about the new range of Lotus lifestyle cars, designed in the UK and to be manufactured at a new state-of-the-art facility in Wuhan, China. The first of these will be the Type 132, which he confirmed will receive its world premiere in spring next year.

He said: "As the backbone of Lotus' future pure electric product range, Type 132 is in development and getting ready for production. In the future, we will continue to expand the line-up and create more revolutionary products for global users."
(From The Lotus Forums)



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

Juan Manuel Fangio's remains moved in early November

On Wednesday 10th November in Balcarce Argentina, Locals lined the streets of Juan Manuel Fangio's birthplace to applaud as the remains of the 1950s Formula One great went on one last lap to a new resting place in the museum housing his cars.

Triple world champion Jackie Stewart joined the locals in Balcarce, some 415km south of Buenos Aires, in paying tribute to the man he still considers to be one of the greatest racing drivers of all time.

2021 is the 70th anniversary of the first of Fangio's five world championships won between 1951 and 1957 with four different constructors. He died in 1995 aged 84,



Members of honour guard of the Granaderos Regiment transport the remains of Formula One great Juan Manuel Fangio from the Balcarce cemetery to a mausoleum at the Fangio Museum, in Balcarce, Argentina November 10, 202



Triple world champion Jackie Stewart speaks next to the remains of Formula One great Juan Manuel Fangio

Jackie Stewart is now the last survivor of the six original pallbearers who included Fangio's former team mate Stirling Moss and Argentine racers Carlos Reutemann and Jose Gonzalez. At the funeral. tribute saw the remains moved in a hearse, with ceremonial honors and draped in the national flag, from the city cemetery through the streets to the museum dedicated to Fangio and very close to the house where he was born in 1911.

People stood and applauded as the procession went by.

"For me there can be no other racing driver who is more justified in having all of this occurring," Stewart had told Argentine media in Mar del Plata, where he arrived from attending the Mexican Grand Prix, on Tuesday.

"The fact that he is now going to be with all his cars, in his museum, I think is a great, great honour to him," "To be able to go into the same room that the great man is going to be in, whatever the difference of time and all that has gone with it. The spirit is still as strong as ever." Stewart said.

NOVEMBER BREAKFAST RUN TO AWABA

On Sunday, the 14th of November 2021, our friends in the LOST Fraternity crew took a run to Awaba for coffee, breakfast and a catch-up. Scroll along and enjoy a few photos from the day thanks to Jack McLaughlin.

The LOST Fraternity (Lotus or Similar Thoroughbreds) catch up once or twice a month for a run and a social get together around the Central Coast. This month they went to Three Bears Cafe in the Museum of Art and Culture Lake Macquarie.



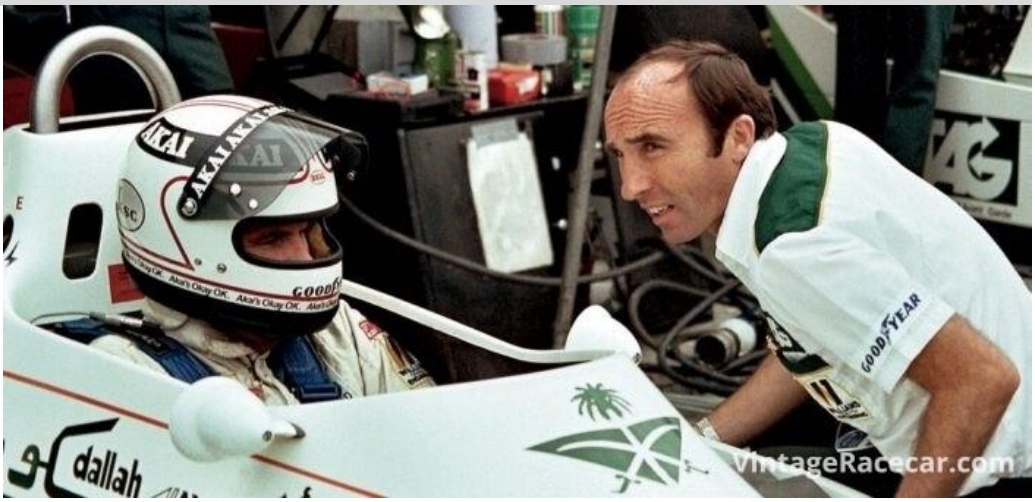




Images thanks to Jack McLaughlin



It doesn't always have to be about Lotus does it (Part 2)? Formula one loses one of its last giants with the recent death of Frank Williams



Frank with Alan Jones in the year of their first World Championship

Formula One has lost another one of its great giants with the recent death of Frank Williams. Like Colin Chapman, his early days were with the seat hanging out of his pants and rarely two bob to rub together. Rather than a genius mind for car design like Colin Chapman, Frank had Patrick Head, Frank Owen Garbett Williams (Yeah, I know, more of those crazy pommy names!) was born in 1942 in South Shields in England. He fell in love with fast cars when he saw an XK150 Jaguar, belonging to a parent visiting the Scottish school he was attending. The chap took Frank for a blast around the local roads and he was hooked.

In 1966, working as a grocery delivery driver he founded Frank Williams Racing Cars and ran several drivers in Formula 2 and 3, including Piers Courage. In 1970 he met up with Alejandro de Tomaso who wanted to get into F1. De Tomaso built Frank 3 cars for no cost. However, they were not spectacularly successful and when Courage died after a terrible accident in one of them, De Tomaso walked away from the venture Frank then hired Henri Pescarolo to drive a F1 March that he purchased.

Desperately short of money Frank conducted his business firm a nearby phone booth as his own phone had been cut-off due to unpaid bills. In 1975 Patrick Head had a chance meeting with Frank whilst he was working with Ron Tauranac at Trojan Cars. A while later Williams offered Head a job, but almost at the same time Walter Wolf arrived and bought out Williams. Patrick decided to stay and along with Walter came Harvey Postlethwaite, whom Patrick was to work under.



Still early days but now well on their way, Patrick Head and Frank Williams



In 2009 the Goodwood festival was a tribute to Williams, here Patrick Head and Frank Williams pose alongside the F1 winning cars

In early 1977 Frank left and immediately contacted Patrick Head who joined him in a partnership and Williams Grand Prix engineering was born in an ex-carpet warehouse in Didcot Oxfordshire. It would become a formidable grouping, Frank running the business and Patrick designing and building the cars. The early days were very hard, Patrick recalled "In the early days we had some very serious financial challenges, requiring hiding from the bank manager, although to be fair to the local Didcot bank manager, he went well outside his authority to support the team, but the amounts of money supporting F1 were very different from now"

In an interview with Vintage race Car in 2011, Frank defined the partnership "Patrick is the key figure: Formula One is all about engineering. There's racing and driving as well, but to finish first you must have a winning car, and that's engineering". The first victory for Williams was when Clay Regazzoni won the British GP in 1979, then, in 1980, with Ground effects now dominant, our own Alan Jones took the team to their first World Championship and Drivers Championship for Jones.

In the years from 1981 to 1997 they won 8 more constructors Championships and six Drivers Championships with Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve.

The achievement is even more remarkable considering that on the 8th March1986 Frank had a terrible accident that left him a tetraplegic and confined to a wheelchair from which he continued to run the company. He was terribly upset with the death of Ayrton Senna in a Williams FW17 at Imola 1n 1994 and from that day, all Williams cars carry a small Senna logo on the front wing.

By 2020 Frank had stepped away from the company and it was later sold. Frank Williams was admitted to hospital n the 26th November and died 2 days later in the morning of the 28th November. Bernie Ecclestone, a longtime friend later said " Claire (Franks daughter) phoned me this morning to say we had lost Frank…she was obviously upset but we all knew this would happen before long… But I asked if he had suffered at all and she said no, he didn't".

TD

Answer to last months "Now who Said That?"

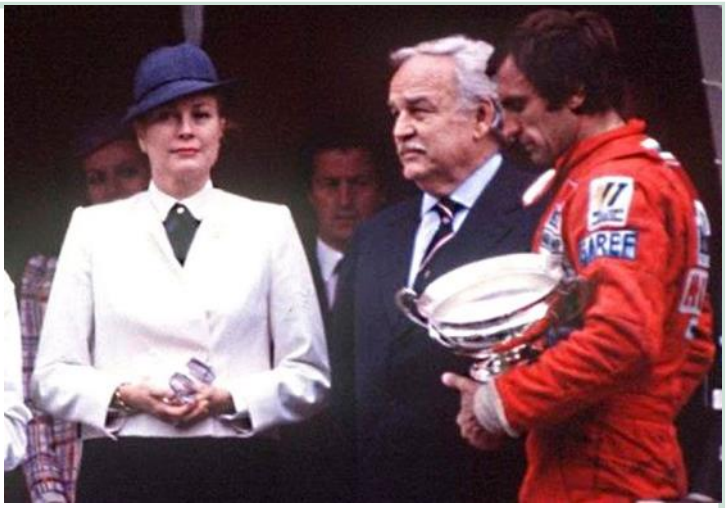


Last months quote was

"I didn't see it"

***And it relates to** Carlos Reutemann when explaining why he didn't slow down to let Alan Jones pass to win the 1981 Brazilian GP, despite intensive signaling from the Williams pit to do so.*

and winner was Evan Jones.



Reutemann received the trophy from Prince Rainier and Grace Kelly after winning the Monaco Grand Prix in 1980

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is

"I told Colin I would buy the car if my trombone could fit in the boot!"

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. Now this is just too easy so no helpful hints!

CLA NSW 2021 – 2022 Diary

Month	Day Date	Event	Time	Location
Dec-21	Sunday, December 12, 2021	CLA Christmas Party and AGM	11.00am	Lane Cove National Park, Tunks Hill area
	Monday, December 13, 2021	SSC Burrows Drive day(Invitation	8.00am	Contact SSC for invitation
		SSC Track NIGHT		Contact SSC to register
	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



Lotus Elan 1973 +2 Limited Edition 130/5. The last of the model run fitted with the factory 5 speed gearbox and big valve T/C engine. Subtle mods include solid CV driveshafts, TTR springs and shocks (road not track spec), geared starter motor, new clutch plate and new Continental tyres.

PLUS, current engine has a capacity of 1840cc with a steel crank (84mm) and forged pistons (83.5mm). This engine was built only 6 months ago with all top quality components including a Scorcher ignition system.

The original engine will also be included which has matching numbers as verified by the original bill of sale. This engine is also in excellent order and has compression in the range of 175-185psi. Cream leather interior, very sumptuous! Not concours but almost. Asking $60k but will consider a sensible offer. Much more detail and photos available on request. Richard Carter 0409993606.



WA 2021 Diary

- **12 December - Sunday Christmas EMR (John & Robyn). Meet at 08:30 Guildford Train Station, James Street, Guildford**

12 December - Christmas lunch at Bailey Brewing Co, 9861 West Swan Road, Henley Brook. Table booked for 11:30 RSVP via Lotus WA Facebook page to Caroline Spillet (Spilly Spilly) by 27 Nov 2021

Wanted

Wanted : a padded storage bag for a 2020 Elise hardtop

: John Hurney hurney@bigpond.com

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. I also require 2 rear lamp assemblies or at least the bases as I have a pair of lenses for the Europa JPS.

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

Club member Peter is selling the following:

1974 White Lotus Elite has had a complete rebuild has club plates
1976 Red Lotus Elite California has side clearance lights, pollution equipment, soft rubber impact bumper bars
1976 Red Lotus Elite
1 Lotus Elite workshop manual
1 Lotus Elite service parts manual

All have been garaged and some spare parts. All cars have original Lotus mag wheels.

To be sold as 1 lot $35,000 or ONO

e-mail outerbarcoo@aol.com
mob no: 0421394202
Peter

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



