November 2021

Chunky's Chatter



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



Inside this issue

- 2021 NSW Christmas party details inside.
- We remember Lotus F1 driver Carlos Reutemann.
- Report on the Baskerville Historic meeting last month.

Club Lotus Australia
November 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 Start of the Richmond trophy for front engine GP Cars at the 2021 Goodwood Revival. Miles Griffiths in a Lotus16 leads the start and finished in second place

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



Freedom for NSW! (For those reading in WA, SA and other unaffected states, I know this won't mean much to you.)

And what are we doing about it?

Well, we've had our first very well attended post-Covid Tyre Kick, relocated from Kokoda Cafe to the Carss Park location; thank you to everyone who turned up at relatively short notice, and apart from far too many Chelsea Tractors (including one very careless one), it was a lovely morning full of joyful conversation following our start to return-to-normal.

For November we will return to the regular Tyre Kick cadence, and the calendar is now fully updated, so I look forward to seeing you out and about, particularly as the weather is definitely trending (albeit in a slightly up and down sort of way) in the right direction. Speaking of calendars, the calendar is looking great, now including all the activities for WA, ACT and Tas; if anyone is feeling left out, please drop a line to Tom and Seth and it will be updated.

Looking slightly further ahead, December 12th will see us gather for our AGM and a DIY picnic at Tunk's Hill in the Lane Cove National Park; the DIY nature is necessitated by our inability to get a caterer to react in time, given the uncertainty still surrounding publicly held events, so we ask that you all bring your own, and include chairs in case you want to be out on the grass. The AGM will be held from 11-12 ahead of the picnic, so if you can, we would love that you attend to help both review the year that has been, but more importantly be involved in the year that is to come.

Importantly we will have the usual round of election of your committee, so if you would like to be involved, please let me (or any of the Committee) know, or contact Elliott for the election paperwork. And we will be asking the assembled membership to vote on our revised constitution, so please could you come prepared with that in mind too.

Then the long and well-earned Christmas break will be upon us, ahead of what we are all hoping will be a somewhat less disrupted summer and new year. For those heading overseas for the break, I hope you have a safe and wonderful time with friends and family you have not seen perhaps in several years, and for those staying in Australia, I hope you have plans to have a thoroughly restful and enjoyable break - I know we have!!

On which subject, the return of cars to roadworthyness is looking slightly more hopeful for the Roskill garage - the Elite, which was badly damaged when I was barged off the track at Eastern Creek in June, is nearly finished and ready for paint; the Eleven is due to go back together over the next month, and I am quietly hoping to be able to get up to Queensland to pick it up over the Christmas break, and Gidget will then need some focus to prepare her for the fun of several rally opportunities over the next year, including COTT in April, and the Perth to Sydney Marathon, which was delayed from this year (we should have been on the road/track as I write this) to the same time next year. The Elan continues to delight, although I do need to replace the rear discs as one is slightly warped and gives that annoying sense of pulsation when braking, and the Elise finally has a battery that works, so can be rolled off the ramps and swapped for the Elan! And of course the trusty Land Rover continues to do what it does best - leak oil and break down. Most recently the clutch appeared to give up, but it turned out to be a dodgy piece of engineering of the linkages (not by the original designers I hasten to add). So that's now fixed.

On that happy note, I will wish you all what I hope is an increasingly warm and summery November, and I look forward to seeing many of you either at Tyre Kicks over the course of November, or at our Christmas Party and AGM on 12th December.

Meanwhile, take care of yourselves and your loved ones, and stay safe, upright and mainly on the blackstuff,

Pip pip

Ashton

From the Editor

Tom Devitt



Hi everyone and welcome to the November edition of Chunky's Chatter. Due to a particularly ratty year, your committee has held off the decision as to whether to hold a NSW Christmas party or not. In the end we decided to go with it, so we booked an old favorite, Tunk's Hill in the Lane Cove National Park. Catering for the event (which we normally do at a subsidized cost), was going to prove too complicated so we decided on a simple 'bring your own'. There are a couple of large barbeques on the site as well as a big shed if the weather turns inclement. Also as usual, we will be holding our Annual General Meeting on the day commencing at 11.00am. This is a particularly important meeting as we need to modify the CLA Constitution which has become hopelessly out of date (When it was initially drawn up GFC meant Gelong Football Club rather than Global Financial Crisis!!) anyway, please make an effort to come and vote as we need this update urgently, and Anne Blackwood has done an immense amount of work bringing it to this point!



Phil Rose in his Cortina (Photo Guy Groenewegen

In a previous edition of CC, I mentioned that the club had lost one of its oldest and most colorful members, Phil Rose. In this edition Marc Schagen and Peter Eppel have written small tributes to a great friend.

Lotus PLC is now well and truly embracing the electric vehicle and we have the first core designs to come out of the factory inside this edition. Naturally they will be hoping to sell the technology to other car manufacturers in the coming years as this type of production becomes more prevalent. For a while I think many of us thought EV's were going to go the same way as steam cars, but clearly this is not now going to happen. I notice those ghastly hire-and-ride pushbikes are now all electric, and I have a feeling that EV's will soon follow the same trend with so called service-stations becoming recharging locations foe them so you will simply drive in plug in and drive away in a fully charged one. Anyway, whose to tell!

See you in December

Tom

TYRE KICK AND COFFEE RESUMES IN NSW AT CARSS PARK RECENTLY.

WORDS AND PHOTOS THANKS TO SETH REINHARDT

On Sunday the 17th of October, 2021, with vaccinations in place and Sydney slowly returning to life, we ventured out, bleary eyed, into the outside world, meeting in the car park above By the Bay Cafe in Carss Park to kick tyres, caffeinate and catch up after many months of COVID-19 lockdown.



With our usual third Sunday of the month location yet to be roused, we took the trip south to By the Bay Cafe in Carss Park. A friendly crew braved the post-apocalyptic un-





knowns to spend a relaxed Sunday morning chatting in pleasant spring sunshine surrounded by a comprehensive collection of Lotus cars.

Next month, with more vaccination targets hit and freedoms opened up, we'll return to our regularly scheduled programme. On Sunday the 14th of November we'll meet at Carss Park from 8:30am, and all being



Ashton and Evan both in need of a visit to the barber!!

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

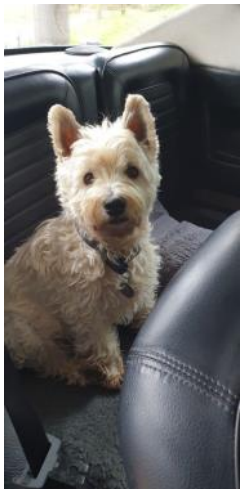




A report on the Baskerville historic race meeting and other adventures.

Thanks to Ian Godfrey for the report and the pictures

We were given the opportunity to visit a private car collection with some friends. So we packed up the +2 with suitcases, Jack the Westie in the back and both of us and drove to Sheffield where we enjoyed a couple of days with friends. Sheffield is known as the town and of murals, and many of them are painted on the side of buildings and walls. The car collection was a 40 minute drive from town, and the number of vehicles is amazing. There are some Lotus cars, a 23, the 39 (ex Jim Clark Tasman series) and Cortina's.
After the car collection we drove back home to Scottsdale to attend to some commitments.
A couple of days later it was pack up the car again and head to Hobart for the historics, a bit of shopping and the Salamanca markets on Saturday morning.
The weather forecast for Sunday did not sound promising, rain and gale force winds for most of the day, but we were determined to go.



A Jack in the back



A shed load of cars

Sunday morning it had rained and the wind was blowing, but we got in the car, minus Jack, and drove to Baskerville for the race meeting.
Baskerville race track has been described as one of the best tracks in Australia, by drivers and fans alike. The circuit is in a natural bowl and at many vantage points you can see the entire track. The layout is straight forward but interesting enough to encourage close racing.
The cars take off from the grid and then turn right, slightly uphill, about 180 degrees. You then descend to the next 180 degree left hander, and continue uphill to a blind left hander. A short straight before the next left hander and onto the back straight. Heavy braking into another left hander to complete the lap, just over 2 Kms.
There were about 170 entrants at the track, all from Tasmania, and the racing was very spirited and virtually non-stop. The weather had eased considerably and the sun even appeared. It only seemed to threaten rain just before the sports sedans were to grid up, not the best conditions for slicks and a lot of horsepower.
By lunch time, for the popular grid walk, the wind had abated



Lunch time grid walk, see the crowd in the background.



Lotus 51, formula ford





Ford Capri with Lotus 23 in the pit area



Cortina GT



Ian's Lotus Elan +2 S130 is now 50years old, she still looks good and has admirers wherever they go.

and it became quite pleasant. The day was very well attended, maximum 5000 and face masks mandatory, and very well organised by the Hobart Sports Car Club. Monday morning, head back home with a few more items in the car than when we left, eventually completing just over 1,400 Kms with no problems at all. Not bad for an old girl.

Ian Godfrey

Lotus have just been named 'Manufacturer of the Year' at prestigious News UK Motor Awards

The future is bright for one of the world's most iconic car brands" – the words of Rob Gill, Motors Editor at *The Sun*, as Lotus was honoured as 'Manufacturer of the Year' at the News UK Motor Awards 2021.

The prestigious award was presented by respected political journalist and *Times Radio* presenter John Pienaar at an exclusive ceremony and collected on behalf of Lotus by Design Director Russell Carr.



Times Radio presenter John Pienaar presented the award to Lotus by Design Director Russell Carr.

The judges included a number of highly respected motoring writers and commentators. Together they felt Lotus was a worthy winner as it has… "continued to up its game in the last 12 months, making impressive additions to its range and pioneering exciting new product development".

On behalf of the judges, Rob Gill commented: "We are starting to see the first harvest from Geely's huge investment in Lotus and, wow, the Evija and Emira are simply sensational. The Evija is the perfect blend of art and science, the Emira is a shrink-wrapped supercar, and the transformation of the historic Hethel HQ will warm the heart of every true car fan."



He concluded: "The workforce has doubled to 1,700 people, Delia Smith is running the kitchen, and the famous old fountains have been switched back on again. The future is bright for one of the world's most iconic car brands."

Matt Windle, Managing Director, Lotus, said: "This is a massive honour for Lotus, and a tribute to everyone working tirelessly at our facilities all round the world to transform our business and brand. That transformation got underway with

the launch of the world's first British electric hypercar – the Evija – and was followed by its younger sibling – the Emira – revealed in July to a reception that's been nothing less than sensational. Things are moving fast at Lotus, so watch this space – there is so much more to come."



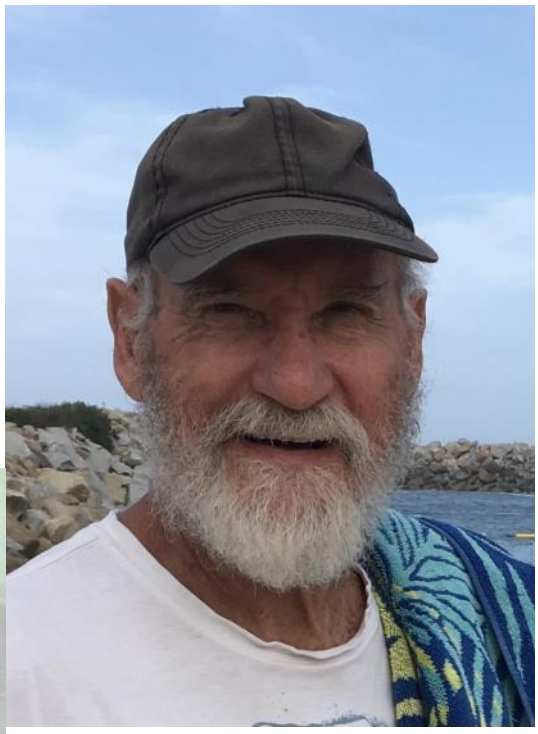
Collecting the award, Russell Carr commented: "Rob Gill's reaction when he visited Hethel recently suggested we are doing something right – he seemed very impressed with all we have achieved, from the new design language on our cars to the refurbishment of the site. I didn't expect it to lead to this wonderful award, but we're very honoured and proud that all the hard work and achievements of Lotus in the last couple of years have been recognised in this way."

The Motor Awards is in its fourth year and brings together the collective expertise and audiences of *The Times, The Sunday Times, The Sun, Driving.co.uk* and *talkSPORT.* Rob Walsh, Automotive Director, News UK, commented: "Motors is a cherished subject here at News UK, a love shared by our editorial teams and our readers and listeners. The ambition is therefore to celebrate motoring best in class and support the automotive industry during challenging economic times."



Vale Phil Rose
Words and photos from Marc Schagen

Long time Club Lotus Australia member, Phil Rose passed away recently after being unwell for about two years.
I first met Phil when I was about 12 years old when I used to walk past his house in Harbord on my way to the beach. His yellow Europa and red Elan were always parked on Oceanview Rd and both cars were well-used.
I visited him occasionally and continued to keep in touch when he moved down the South Coast to Narooma. I was always made welcome when passing by and offered a coffee and a sandwich. The view from the balcony was always inspiring.
Phil took the Elan and Europa with him and later acquired a Cortina which he fitted a Twin Cam engine to and was often seen up and down the coast and travelling to Wakefield Park on GEAR days.
He formed friendships with many early CLA members such as Peter



A day at the beach



Phil in the Elfin Streamliner

Eppel, Tom Devitt, Don Mace, Rex Hodder, Harley Boggis and Bill Mair etc. He was an active member and often ran the cars at club events. I am sure he was one of the earliest members and believe he was there at the beginning in 1973.
Always softly spoken and a real Lotus enthusiast, I remember calling in to visit with my wife, Leonie. She commented after we left that he was genuinely interested in what she had to say also. His kind manner never changed in all the years I knew him.
He owned the Elan since 1974 and two Europa's, one of which was totalled after he openly admitted that he fell asleep at the wheel returning from a night out. He also owned an Elfin Streamliner, a sports-racing car, which he raced for some time.
In his later years, he suffered two heart attacks, forcing him to take it a little easier, although he retired not that long ago. He was an architect and had his own business.
His move down to the South Coast was definitely the right one and his life was fulfilled with his marriage to Helen and birth of his only child, Elise. He will be missed.
Marc Schagen.



Phil in his Elan at, I think, Silverdale?

Peter Eppel remembers Phil Rose



I have had the pleasure of a friendship with Phil going back to c1976 to the early days of the Club. He was a happy, smiling, easy-going guy, quick to laugh and always fun to be with, whether at the monthly meetings at the Sydney Rowing Club, CSCA events or the pretty wild Christmas parties that we had on board those small Sydney Harbour ferries. Our point of connection was that we both had an S2 Europa and both worked in architecture.

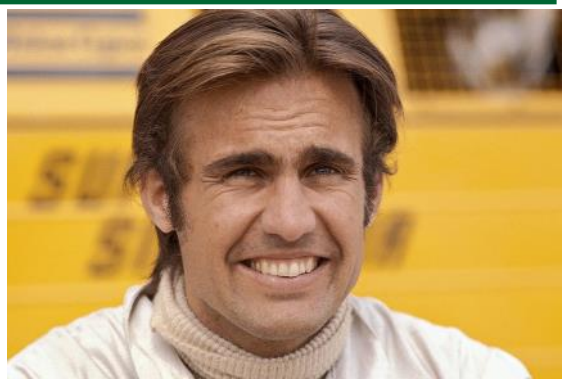
Following a mid-life divorce Phil left Sydney and the NSW Govt Architect office and moved to Narooma, established a successful architectural practice which was held in high regard, his by now old Lotus Cortina providing still fast and interesting transport along the south coast roads to his various projects.

In later years, we had both got back on two wheels and enjoyed quite a few trips away on our Ducati's, along with another Lotus mate Harley Boggis. Our 'catch ups' involved so much to talk about that by the time the worlds of Lotus, architecture and Ducati had been covered more than one bottle of shiraz may have been consumed. He was also a mad keen surfer which kept him very fit.

I'll really miss his company. The Club extends its condolences to his wife Helen and his daughter Cath.

Peter Eppel

Ex Lotus F1 driver Carlos Reutemann died recently aged 79



Argentine Carlos Alberto "Lole" Reutemann (12 April 1942 – 7 July 2021) raced F1 cars from 1972 to 1982 and raced for Lotus from 1979 to 1980.
Initially joining Lotus after the death of Ronnie Petersen he started out well getting a second in Argentina and Spain as well as third places in Brazil and Monaco. Previous to this he had raced for Ferrari and scored 4 wins in the non-ground-effects 312T3. At Lotus, whilst Andretti got a third in the new Lotus 80, Reutemann refused to drive it and reverted to the Lotus 79 which was sadly no longer up to scratch for F1 victories.
Disenchanted with Lotus, Carlos dived over to Williams for the 1980 season where he became the second driver to Australian World Champion Alan Jones who is famously quoted , "A lot depends on Carlos (Reutemann)'s mood. If he feels like winning, then he goes like the Argentine air-force. If he feels unhappy, then he fades away like the Argentine army."
In 1981, Reutemann held a lead of 17 points after 9 rounds but then things started to go pear shaped. At the Brazilian GP he refused to allow Jones past ignoring repeated pit signals, and then at the Las Vegas GP where he had pole position and was leading the world championship, he seemed to be wandering all over the circuit. At race end Jones won but the championship went to Nelson Piquet by one point. A few days later he quit as an F1 driver.



Carlos Reutemann in the Lotus 79

However, there was heaps of controversy regarding this race and some very nasty implications about the behavior of the Williams team. In a letter that was printed in the Swiss magazine "Motorsport, issue 37/1996 a radio reporter at the race wrote "I saw exactly with my own eyes what really happened during the Las Vegas GP weekend in 1981, the reason why Carlos Reutemann lost the title... Reutemann was on pole, was fastest in the warmup. After the warmup session I saw how they fiddle around with the gear box and front suspension. But why? I got the answer from Reutemann himself after the race.
"I had lots of trouble with the gear box and the setup was completely different, the car was all over the place in some corners" Reutemann said.
"I was sure why they fiddled around with Reutemann's car. That was their way to steal Carlos the title…."
Readers please note this last paragraph is pure historical conjecture and is certainly not the opinion of the club or the editor

Lotus recently revealed its pioneering 'blueprint' for next generation of electric sports cars

Just weeks after Lotus confirmed it will be launching a new family of EV performance cars, it has given a world premiere to the innovative new lightweight chassis technology that will underpin the electric sports car in the range.

The new structure has been developed through Project LEVA (Lightweight Electric Vehicle Architecture), announced last October by Lotus. Project LEVA is a research programme that's accelerating the development of all-new lightweight structures for next-generation battery electric vehicles.

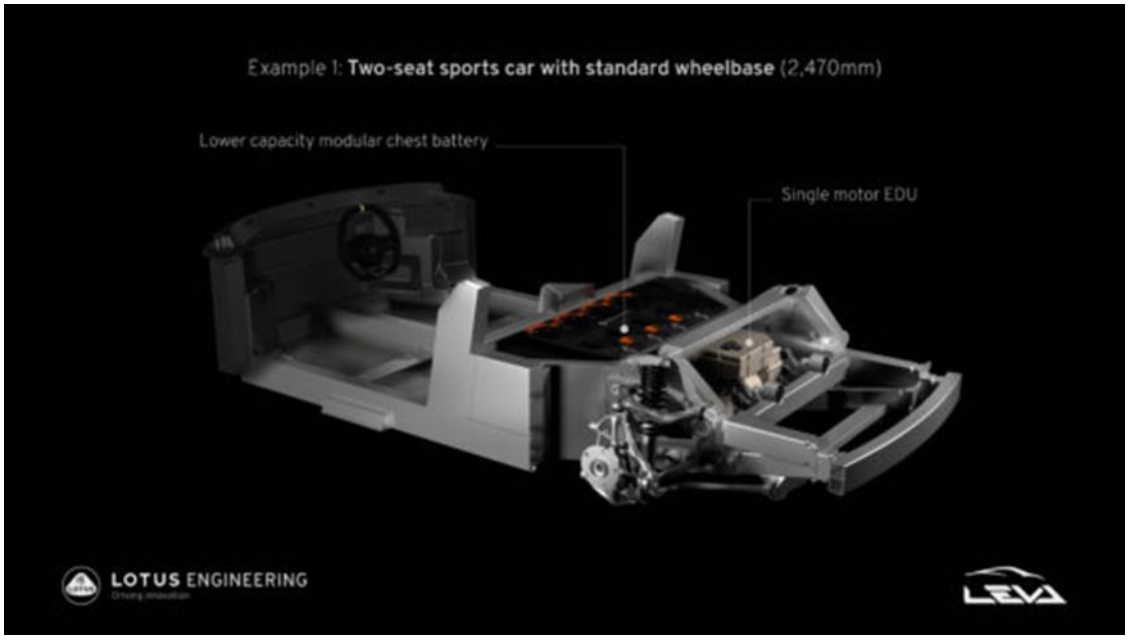
Lotus recently announced it's this structure developed through Project LEVA which will be integrated into the company's new architecture for electric sports cars. Thanks to the innovation of Lotus and the Project LEVA partners, the rear structure is 37% lighter than it is on the Lotus Emira V6. It means Lotus now has the 'blueprint' for the next generation of electric sports cars, for future Lotus products and for the Lotus Engineering consultancy to commercialise.

The Project LEVA lightweight chassis technology was shown at the Low Carbon Vehicle event staged by Cenex, the UK's Low Carbon and Fuel Cells Centre of Excellence, at Millbrook Proving Ground, Bedfordshire, UK, on 22/23 September.

This is the Project LEVA innovation, and it means a single vehicle architecture can accommodate two different types of battery configurations:

Firstly the 'Chest' layout, where the modules are stacked vertically behind the two seats. A chest layout is a 'mid-mounted power pack', ideal for sports car / hypercar vehicle types where a low overall ride height and low centre of gravity are required, and as seen on the Lotus Evija pure electric hypercar.

Secondly the 'Slab' layout, where the modules are integrated horizontally under the cabin. This is most suitable for vehicles where a higher ride height and a taller overall profile is required. It is often referred to as a 'skateboard power pack' layout.

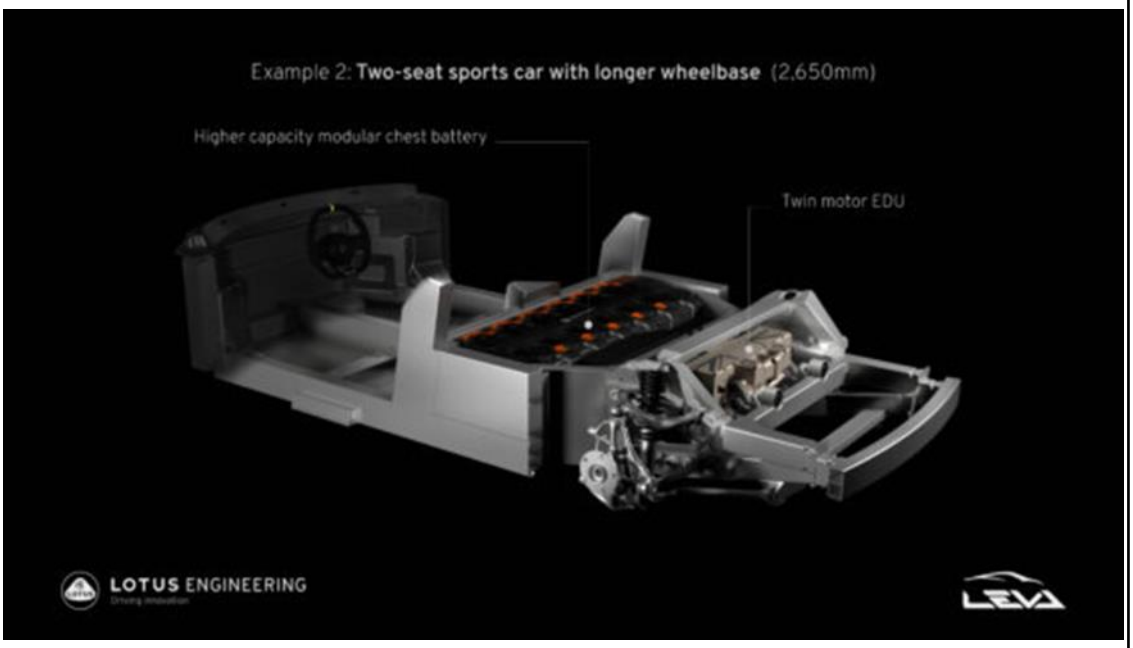


The Chest battery configuration

The innovative new subframe features cylindrical battery cells for high energy density, with the option of a single or twin electronic drive unit (EDU) to support. Cold cure, spot bonding and advanced weld processes mean reduced environmental impact during assembly.

This unique degree of flexibility and modularity in wheelbase and propulsion solutions will be the genesis for a wide variety of electric vehicle applications. These could be for the eagerly anticipated Lotus electric sports car – scheduled for launch in 2026 – as well as for third-party clients through Lotus Engineering.

Funding for the project came in part from the Advanced Route to Market Demonstrator programme (ARMD). Awarded by the UK Government's Department for Business, Energy and Industrial Strategy (BEIS), the programme is delivered on behalf of the Advanced Propulsion Centre (APC) by Cenex.



The Chest battery configuration in a longer wheelbase car

Richard Moore, Executive Director, Engineering, Lotus Cars, commented: "Project LEVA and the electric sports car architecture are perfect illustrations of the innovation which continues to be at the heart of everything Lotus does. Today's EVs are heavy in comparison to their ICE equivalents, so the ARMD funding has helped Lotus to innovate earlier in the product cycle and develop a new vehicle architecture that targets lightweight and performance density from conception. Rather than developing a single vehicle, it means Lotus now has the 'blueprint' for the next generation of electric sports cars, for future Lotus products and for the Lotus Engineering consultancy to commercialise."

Project LEVA has been led by engineer Richard Rackham, Head of Vehicle Concepts, Lotus. Richard is best known for his revolutionary work on development of the extruded aluminium Lotus Elise architecture 25 years ago. Richard commented: "Project LEVA is as revolutionary now as the Elise architecture was in 1996. In true Lotus spirit, significant weight savings have been achieved throughout, with a focus on ultimate performance, efficiency and safety being engineered into the structure from the outset – for example, by utilising the vehicle structure as the battery enclosure, having an integrated EDU, eliminating bolt-on subframes and optimising the multi-link suspension components."

On Project LEVA, Lotus has collaborated with supply chain partner Sarginsons Industries and leading academics from Brunel University London to harness the full 'light-weighting' potential of the vehicle architecture.

This announcement is the latest in a series detailing Lotus' transition to an all-electric brands follows.

January 2021: Lotus announced it had signed a Memorandum of Understanding with Alpine, the performance car division of Groupe Renault, to study a number of areas of cooperation, including the joint development of an EV sports car.

April 2021: at the *Driving Tomorrow* global strategy conference, Lotus confirmed the E-Eports vehicle architecture was one of four Lotus-developed chassis that would underpin future models.

August 2021: Lotus confirmed it would be launching a new electric sports car in 2026 – Type 135 – which is intended to be manufactured in the UK.

With this announcment: Lotus gives a world premiere to the innovative new chassis technology that will underpin that electric sports car.

The next stage of the project is for Lotus to continue development of the all-electric vehicles which will be built on this innovative and market leading new architecture.

Also on the Lotus stand at Cenex is the Lotus Evija, the world's first pure-electric British hypercar. The car, an engineering prototype, will be 'naked' with several body panels removed to allow visitors to see key components and systems.
Lotus PLC

40 Years ago the World Rally Makers Championship was won by Talbot with the Sunbeam Lotus

The 1981 World Rally Championship was the ninth season of the Fédération Internationale de l'Automobile (FIA) World Rally Championship (WRC). The season consisted of 12 rallies. While this number was the same as the previous year, one change was made to the schedule, replacing New Zealand with the Brazil.

The 1981 World Rally Championship for Drivers was won by Ari Vatanen driving a Rothmans Rally Team Ford Escort RS1800, the only time a privateer team has won the Drivers' Championship until 2017. The Makes' Championship was won by Talbot with their Sunbeam Lotus. It also saw the beginning of a new era in the sport with the arrival of the Audi Quattro, the first four-wheel drive rally car. Initially regarded as too heavy and complex for rally stages, it proved its worth with three wins in its debut season, including a maiden victory for Michèle Mouton at the Rallye Sanremo, the only woman to win a WRC event.





A couple of shots from the 2021 Goodwood Revival



Goodwood revival 2021. The Glover-trophy-winner Andy-Middlehurst in a Lotus 25



The Whitsun trophy winner Phil-Keen in a Lotus 30



Completed on a very wet weekend

Answer to last months "Now who Said That?"



Last months quote was

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

And the answer was Innes Ireland and winner was Evan Jones.



A young Innes Ireland wearing his easily recognised helmet

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 didn't see it"

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. Now to assist a little, he is talking about a pit signal that was repeatedly shown to him in the latter stages of an F1 race.

CLA NSW 2021 – 2022 Diary

Month	Day Date	Event	Time	Location
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	**Cancelled as a CLA Event**
	Sunday, November 21, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Wednesday, November 24, 2021	SSC Track Day	8.00am	Contact SSC to register
	Thursday, November 25, 2021	SSC Burrows Drive day(Invitation	8.00am	Contact SSC for invitation
	Saturday, November 27, 2021	Sat & Sun HSRCA Summer Festivl	8.00am	SMP
	Tuesday, November 30, 2021	SSC Track NIGHT		Contact SSC to register
Dec-21	Sunday, December 12, 2021	CLA Christmas Party	12.00 Midday	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				

WA 2021 Diary

30 - 31 October - Sat & Sun Super EMR (Steve Pretzel). Overnight at the RAC Karri Valley Resort Sat 30th, return to Perth Sun 31st Oct. Email Steve Pretzel at steve@px2.com.au

- **21 November - Sunday EMR (Paul & Spilly). Meet at 08:30 Guildford Train Station, James Street, Guildford**

- **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

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

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



