MARCH 2022



Chunky's Chatter

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



Inside this issue

- The Lotus Emira, the marques last petrol engine car starts its world release tour in Japan.
- F1's Race Director Australian Michael Masi is removed from his position.
- The Saxon, the Cortina that never made it.

March 2022

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 last petrol powered Lotus, the Emira lands in Japan as part of its world tour prior to its release.

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.)

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Presidents Prattle
With Ashton Roskill



March already, my goodness.

Good news is we had a Committee meeting and have confirmed (subject of course to the usual caveats required these days regarding health and weather) that we have a strong programme of activities planned for this year.

Of course we kick off this month with the first (CLA-organised) round of the CSCA sprints at Wakefield on 27th March - huge thanks to Mel and the Motorsport Committee for getting that organised, and to Tom, Mike, Evan and all those officiating on the day. Grateful thanks too to Brett Stevens and Graham Weir for stepping up to join the Motorsport Committee, and welcome to you both!

If you fancy driving Bathurst (and everyone should do so once in their lives!) Simply Sports Cars has just announced the Bathurst Track Day in May - get in quickly as places are filling fast.

Further out, we are really hoping that both the Shannon's Classic and the Kings School All British Day will be able to go ahead this year having been cancelled for the last two (or is it three? I've lost track) Dates to be finalised, but we will have tickets for both, so contact Evan if you would like to come and join us (evanj@optusnet.com.au)

There is also the hope we can get a gathering of both NSW and Queensland club members together at one or both of the Grafton Hillclimb in July (15th-17th), and the Bathurst Hillclimb **Bathurst Speed Weekend 29-30 Oct 2022**

So if anyone is interested, Tony Galletly and I are trying to coordinate as best we can - drop one of us a line and we'll add you to the email string.

And then in October we are planning to head to Tasmania for a week of fun on the Apple Isle - more plans and comms shortly, as the committee is gathering next weekend to start the progress. This is the long-delayed Lotus 2021, and we are hoping to finally get there this coming Spring.

In other news, the world has lurched from the covid crisis to the lunacy of a Russian megalomaniac, but in between there are glimmers of hope for an increase in foreign travel, international rallies, and possibly even a transition back to working from a mix of office and home, so with a following wind we should have a semblance of normality starting to be established by mid-year this year, even if the start has not got off to an auspicious beginning.

And on that high note, I had better get this across to Tom and Seth for publication, so this comes with very best wishes to you and yours, and I look forward to seeing you at either a Tyre Kick or a motorsport event soon.

In the meantime, keep safe, upright, and mainly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt





Peter Windsor, now the owner of the ex Jim Clark Elan. Jim used this car to drive between race meetings in Europe hence the LHD.

Hi everyone and welcome to the March Edition of Chunky's Chatter.

Without saying it too loudly it looks like things are on the up and up. Whit events and solid dates now appearing.

First of the mark is our own round of the CSCA competition at Wakefield Park on Sunday March 27th.

Shannon's is having its all British Day on Saturday the 14th August at Sydney Motorsport park. If you would like to attend email you name, phone number, postal address and the car you are bringing to Evan Jones evanj@optusnet.com.au and he will mail you out a ticket. But be quick, he only has a limited number of thickets.

The other Show Day that is going ahead after a long absence is the CMC All British Day at the Kings School Parramatta. This will be on Sunday December 11th. We are still waiting on tickets, but when they arrive Evan will again be to Go-to chap,

Also, another get-together that may be of possible interest, is from Queenslander Tony Galletley who would like to swell up the numbers for a trip he is planning to Bathurst for the Bathurst Light Car Club sprints over the weekend of 29th October, either as a competitor or simply go along for the social get together.

I have always been a fan of Motoring writer Peter Windsor especially for his writings about Lotus and its drivers in the early days. In 1985, thanks to his close relationship with Nigel Mansell, Windsor became sponsorship manager at Williams. Peter flew out of Australia 50 years ago this month to start his career as a motoring journalist and we have a quick look at his first assignment inside.

A couple of events that may be of interest but not in the CLA (NSW) Calendar of events. Queenslander Tony Galletly will be competing in them and he has offered an open invitation to all other Lotus Clubs in clubs in Australia to join him.

Firstly The Grafton Sports Car Club Historic Hillclimb on the weekend of Jul 15 to 17th (entries now open) and secondly the Bathurst Speed Weekend on the 29th and 30th October. This consists of a Super sprint from the Conrod kink to the start/finish and then a Hillclimb 1/2 way up mountain straight to Skyline (a real challenge). Drop Tony an email if you are interested in either and he can tell you a bit more but you will have to organise your own entries to these events. (tigalletly@gmail.com)

OK That's it from me, see you in April

Tom

NSW First 2022 TH&C at Carss Park

With our usual northern Tyre Kick venue still out of action, we'll be heading back to Gough Whitlam Park in Earlwood for our Sunday the 20th gathering. Enter the car park off Bayview avenue. We'll meet from 9:00am.

All going well, we hope to return to our normally scheduled programming for March.

Thanks to those who came along to our first Tyre Kick of the month on Sunday, the 13th, in Carss Park. We had a great roll-up,

Stay healthy and safe and we'll look forward to seeing you from 9:00am in the car park at Gough Whitlam Park.









SA Lotus Torque

An occasional contribution from our SA delegate.

(Words and Photo's by Andrew Stevens)

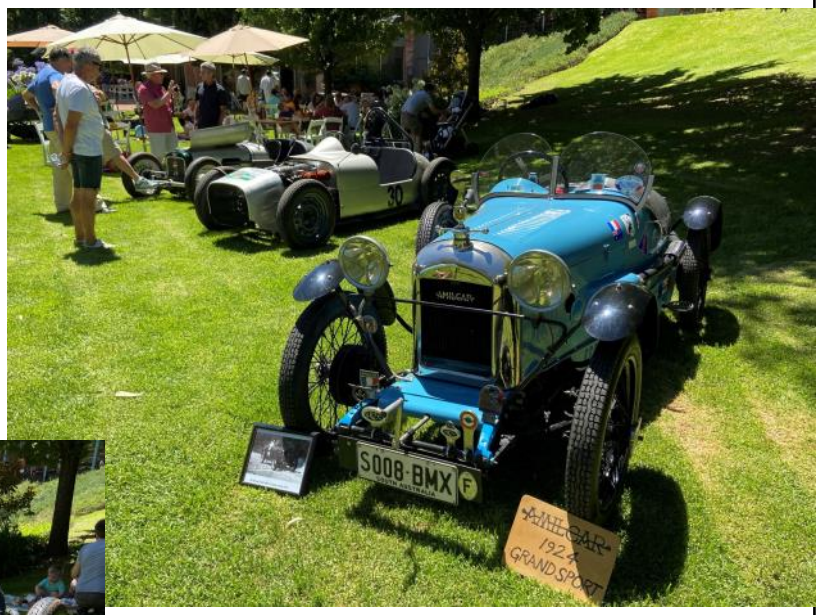
SA Hillclimb Championship

December saw the presentation of Hillclimb Presentation Night with trophies being presented at the Sporting Car Club of SA headquarters. Three of our local Lotus clan received hardware. Willa Wauchope won the Top 10 Shootout at the SA Hillclimb Championship (in his Yaris); Graham Smith and his Elise S/111R won his class at the Season Finale, and took home 2nd place in the hotly contested U2000cc Road Registered section of the SA Hillclimb Championships; while I snared the 2nd place trophy in the U3500cc Road Registered section of the Hillclimb Championship (driving an U2000cc car). Graham wasn't able to attend, so I hand delivered his trophies so that he wouldn't have to wait 12 months for them to find him like last year.

ABD and Glen Ewin Revival

Unfortunately, this year's All British Day was again cancelled at the last minute, when the volunteer community was hit badly with COVID restrictions.

Luckily, Willa Wauchope had planned another Glen Ewin Hillclimb Revival for the end of January, and while there were no Lotus participating, there were a few in the car park. The event celebrates the use of the Glen Ewin Estate driveway for hill climbs from the 1920's through to the early 1950's and the beautiful grounds in the Adelaide Hills are a sensational setting for display of a range of period vehicles. I was particularly taken by a tiny lightweight supercharged Austin 7 special, with a custom twin cam head, and superb engineering, that I'm sure would have attracted a certain Mr. Chapman's attention if he'd been there.



Garden setting at the Glen Ewin Revival3



This Austin 7 Special would have done a certain Mr. Chapman proud at the Glen Ewin Revival3

<Monthly Runs

Our monthly runs are always popular. In December, we followed a novel (no I wasn't lost – well not all the



The Tye's Elan and Tony Heard's Elise seek some shade at Uraidla

time) route to the very popular General Store and Bakery at Uraidla in the Adelaide Hills where we sat under umbrellas with the cycling crowd. We even had a VX-220 along for the ride on what was a superb summer's day. January was a bigger than expected turnout with the historic town of Strathalbyn on the edge of the Fleurieu Peninsula getting the nod as destination, while February had Michael Ford lead the large contingent south through Clarendon and Kangarilla to the sweeping vineyards of McLaren Vale.

We get together on a monthy 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 is the first driveway after the Glen Osmond Rd/Cross Rd/ Portrush Rd intersection.

Cheers and Safe Driving

Andrew Stevens
0448 456 605



Rare VX220 at the December Run to Uraidla

Lotus to collaborate with Britishvolt as sketch of future EV Sports Cars is released

Lotus and battery cell expert Britishvolt have signed an MoU to collaborate on the research and development of advanced new EV technology.

Lotus and Britishvolt sign MoU to collaborate on advanced EV technology

Partnership to co-develop innovative EV package to power new generation EV sports car

Design sketch provides first clues to new Lotus EV sports car

The partnership will focus on the co-development of an innovative new battery cell package to power the next generation of electric sports cars from Lotus. The package is set to feature in a new sports car, powered by Britishvolt cells and utilising advanced electric propulsion technologies developed by Lotus. An official design sketch provides the first clues to a new Lotus EV sports car.

Britishvolt is the UK's foremost investor in battery cell technologies and associated R&D to create home-grown intellectual property. The key focuses of the partnership will be fast charging, optimising energy density and weight reduction.

Development work on the project will benefit from the close proximity of Lotus and Britishvolt's R&D centres of excellence in the West Midlands, the UK's 'golden triangle of battery excellence. The Lotus Advanced Technology Centre (LATC) opened in Wellesbourne in 2020 as the global headquarters of Lotus Engineering, the consultancy division of the business.

The collaboration with Britishvolt is another significant development in the ongoing transformation of Lotus, from a UK sports car company to a global and all-electric performance car business and brand. It follows a £100m investment by Lotus in its UK facilities, which includes manufacturing centres at Hethel for the Evija pure-electric hypercar and Emira sports car – future-proofing the world-renowned and innovative UK high-performance auto sector and the thousands of jobs that it supports.

Matt Windle, Managing Director, Lotus Cars, commented: "Lotus is delighted to be collaborating with Britishvolt to develop new battery cell technology to showcase the thrilling performance that a Lotus EV sports car can deliver. These are the first exciting steps on the journey towards an all-new electric sports car from Lotus, and yet another step towards the transformation towards sustainable, renewable electricity stored in batteries."

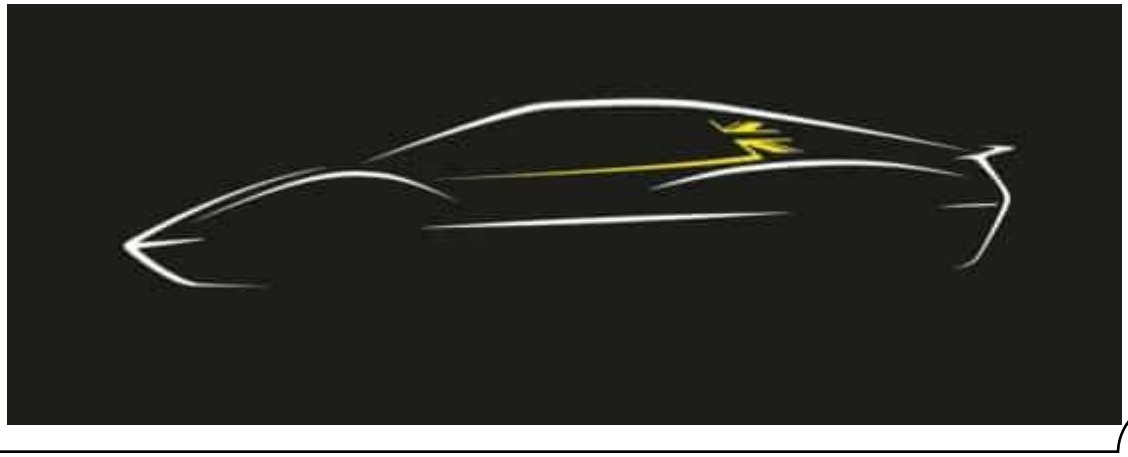
He added: "Last year we committed Lotus to a pure-electric future, and in the first month of this year we announce another significant step on that journey. In the coming months we will be unveiling the Type 132, an all-new and all-electric Lotus SUV and we've confirmed three more EVs are on the way."

All future Lotus cars will be pure-electric and inspired by the Evija, deliveries of which commence this year as the world's first British electric hypercar.

Britishvolt is on target to responsibly manufacture some of the world's most sustainable, low carbon battery cells on the site of the former Blyth Power Station coal stocking yard located in Cambois, Northumberland.

The development is a major boost for Northumberland, and indeed the country, and will bring around 3,000 direct highly-skilled jobs and another 5,000+ in the associated supply chains.

Advanced works started on the site on September 6, 2021, following a unanimous planning decision approval earlier in the year. The project will be built in phases, to keep up with technology advancements, and will have a total capacity of over 30GWh by the end of the decade onwards.



FEBRUARY 2022'S GOUGH WHITLAM PARK TYRE KICK & COFFEE

Sunday the 20th of February found an awesome roll-up of Club Lotus members gathered in the car park of Gough Whitlam Park for our second Tyre Kick of the month. Scroll along, and enjoy a few photos of the day.



After fairly dire weather predictions in the week leading up to the meeting, we woke to a beautiful summer's morning, complete with sunshine and everything. We brought a wonderful collection of cars to Gough Whitlam Park, capturing the imagination of pass-







ers-by with Lotuses old and new, as well as Mike's new Aston Martin and Michael's Porsche.

After catching up in the car park around the cars, we enjoyed a pleasant chat and re-fueling stop in the cafe before heading back into the weekend refreshed and with a good drive under our belts.

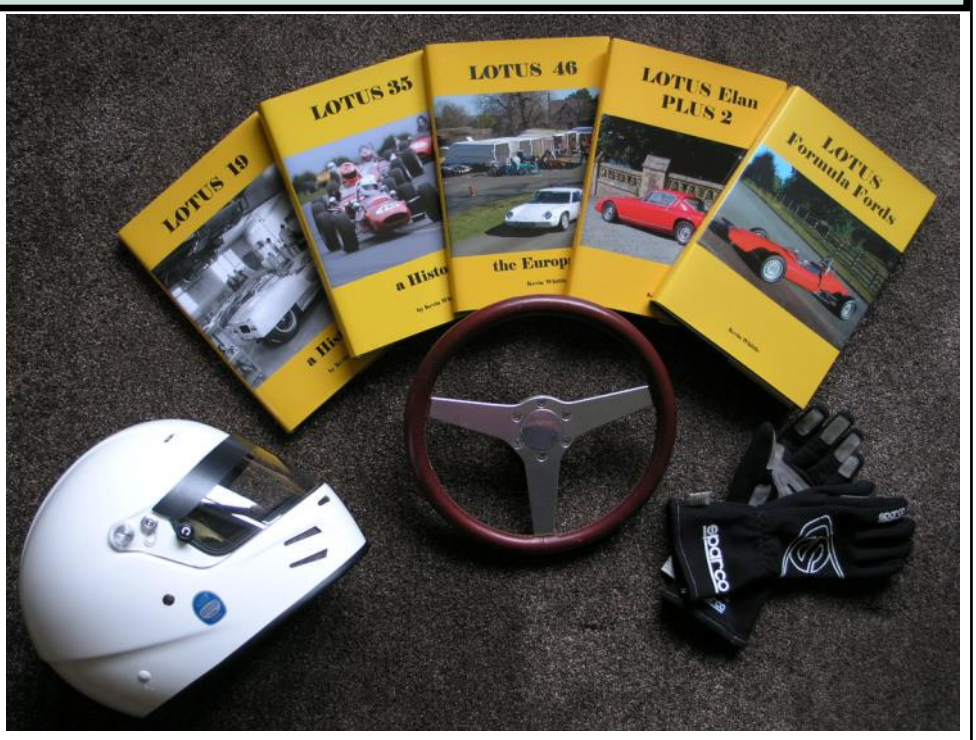


The situation at our usual venue for this Tyre Kick, Kokoda Cafe, is still in flux and while we hope to be able to return there next month we have begun investigating other opportunities on that side of the city. If you have a good suggestion for a relaxed Tyre Kick venue with somewhere to park the cars and coffee nearby, sent us an email at web@clublotus.com.au.

Sad news this week with the death of UK Lotus Expert Kevin Whittle

Sad to report that we have lost Kevin Whittle to a long illness. Kevin was one of the very best. His many books and publications occupy pole position in my library.
He was a delight to work with when he was Editor of the HLR Magazine and with both his extensive literary work and his cars he ALWAYS did it right!
I can pay no gentleman a bigger compliment

B**arry Davison** (Historic Lotus Register)



The books written by Kevin Whittle





A couple of Kevin's Cars

Michael Masi has been dismissed as F1's Race Director

The FIA has dismissed Michael Masi as Formula One's race director after his controversial decision in the dying stages of the Abu Dhabi Grand Prix, the last race of the 2021 Formula 1 season. However, the FIA has not published the report of its investigation into what happened in Abu Dhabi and Masi's level of culpability in making decisions that decided the world championship would go to Max Verstappen ahead of Lewis Hamilton.



Australian Michael Masi as F1 race director

Masi's intervention in Abu Dhabi, improvising with the rules around the safety car and the way cars could unlap themselves, proved decisive in the title fight between Hamilton and Verstappen. Ultimately, it allowed Red Bull's Verstappen, on fresh tyres, the chance to attack and pass Hamilton on the final lap, securing the championship in the process

The FIA is to replace Masi with two new personnel, Eduardo Freitas and Niels Wittich. It has also, introduced a series of new structures, including a standalone race control unit. The Portuguese Freitas, who is a widely respected race director for the world endurance championship, and Wittich, the race director of the DTM, the German touring car championship, will alternate in their new role. The German had already been set to join as assistant to Masi this year. However, there is now a level of uncertainty over the likely consistency of decision making.

They will also be assisted by the return of Herbie Blash. The 73 year old, has been involved in the sport since the late 1960s and was an assistant to Whiting for more than 20 years. With huge experience and being greatly respected in the paddock, he will take on a role of permanent adviser that will go a long way to easing the teams' apprehension about the new system. Alongside the new personnel, three major organisational changes were confirmed. A virtual race control is to be established at the FIA, away from the circuit, to use technology to assist the race director. It will operate in real time feeding relevant information to the track as required, with the intent of allowing the race director to be able to focus on immediate track-related issues such as safety, while the virtual race control team investigate rule infringements.

The newly appointed FIA president, Mohammed Ben Sulayem, announced on Thursday that Masi would not be sacked from the sport's governing body but offered another post. The Australian took over as race director after the death of Charlie Whiting in 2019. He has been liked and respected in the paddock but events have clearly taken their toll; at a meeting of the F1 commission on Monday he was described by observers as a shadow of his former self.

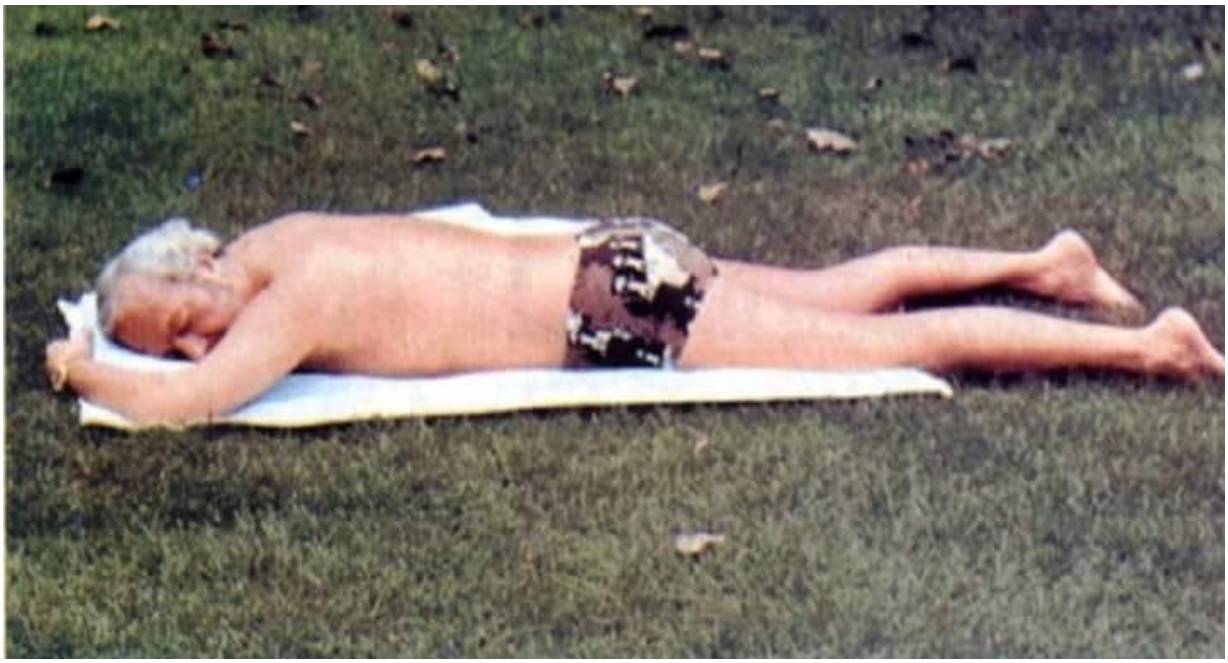


The controversial finish to the 2021 F1 Championship

Peter Windsor, Australian F1 and Motoring Journalist began his career 50 years ago this month

Fifty years ago this month a 19 year old Peter Windsor boarded a Qantas 707 in Sydney, bound for South Africa. He was about to commence his lifelong career as a motoring and F1 journalist. He recalled these thrilling and scary days in a recent article. Hired as an assistant to photo-journalist David Phipps he was to fly, firstly to Johannesburg and then onto London for the European F1 season. Landing at Jan Smuts airport in the South African Capital, he climbed into a taxi and asked to be driven to the Kyalami Ranch Hotel. "I don't think I've ever been more nervous than when the taxi pulled into the driveway. I paid the driver. I unloaded my bag. I walked towards to the hotel's check-in building, perspiring in the heat – and there, to my right, I saw them: on the grass by the pool, in swim-suits, sat Mario Andretti, Clay Regazzoni and Jacky Ickx. and over there! was Graham Hill. And wasn't that Francois Cevert, in blue swimming trunks, walking towards the pool?"

After going to his room to refresh, he returned to the pool area to be met by his new boss David Phipps. "Come over here and I'll introduce you. Colin? This is my new assistant, Peter Windsor. He's going to be helping me with reports this year. He's just flown in from Australia. How do you do," said Colin Chapman easily. "Well. You're making a good start. David Phipps is the best newsman in the business."



Colin Chapman relaxes at the Kyalami Ranch Hotel (Year unknown)

"Emerson? Are you going to be testing later?" asked David. I looked across at the sunbeds next to Chapman. Emerson lay there, browning in the South African sun, black and gold sunglasses offering only tertiary protection. Peter Warr strolled up, wanting to talk to Colin about Dave Walker. I pretended not to listen.

Then David Phipps walked me over to the Ferrari group. "Mario. This is Peter Windsor. He's helping me this year."

I spoke for the first time. "Very pleased to meet you, Mr. Andretti. And congratulations on your win here last year. How's the car going so far?"

"Not as well as in 71, I can tell you that," replied Mario… and I was off. A conversation had begun.

I awoke early on race morning, nervous and feeling inescapably as if I was drowning: the race report had to be finished in neatly-presented typed manuscript within two hours of the chequered flag. I – or possibly an official from the Telex agency – would then have to re-type it into a Telex machine at the track. There was only one Telex in the Kyalami press office and plenty of other journalists, I knew, would be vying for its use. David, meanwhile, was more concerned with sending the black-and-white images back on the first available flight. I had to make phone calls to the freight shipping agents and to ensure that at least a couple of rolls of film went back with Colin Chapman – who would have to be met at Heathrow, of course.

On race day I dropped by the restaurant before we left for the circuit. David was easy to identify. I walked over, between

the packed tables, trying not to bump anyone with my Qantas shoulder bag. It was only when David was clearing a space for me, and pointing to a chair, that I realized he was breakfasting with Denny Hulme, who was wearing a striped blue polo shirt and shorts. I froze momentarily, then tried to be calm. Denny just kept on talking.



Denny Hulme, victorious at the first GP that Peter Windsor attended at Kyalami in South Africa

"Finally at day end and after a hectic race, I set about my report. I found a table in the press room. I wound the first sheet of white paper into my beloved Olympia. I fitted ear plugs. And I asked myself the question: "What would I want to know about this race if I'd heard only the results? I didn't have all the answers; I would never have all the answers. I could, though, at least make a start. Denny Hulme, the driver with whom I had had breakfast, had won the South African Grand Prix. Now it was up to me to me. I needed to do justice to the day – and to David Phipps, who believed in me. Quickly. And without hesitation. That was what I told myself as I sat there, amongst Pruller and Crombac, Flocon and Zwickl. That was what I told myself as I watched those masters at work".



A Qantas bag of the type mentioned by Peter Windsor

Sandy Bay February meet in Hobart with thanks to Robert Verhey

Wi a great roll-up, there was an interesting array of marques on display at this month's get together in Sandy Bay Hobart. The star of the show was a newly-restored BMW 2002 tii convertible in vibrant green – absolutely stunning. We also managed to answer the question "how many people does it take to fix a flat tyre on a Ferrari?"

The group get together most months for a casual catch-up on the shore of Sandy Bay with the next being on the sixth of March.

Images thanks to Robert Verhey











The Lotus Emira (The marques last petrol car) arrives in Japan as part of a world tour

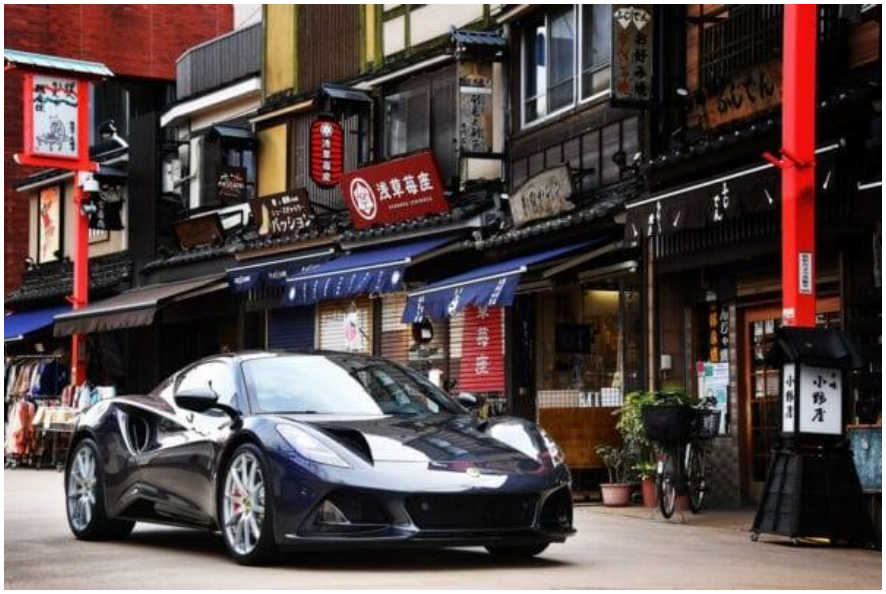


The Emira's world tour continues, and throughout January the last petrol-powered sports car from Lotus has been drawing crowds at the Tokyo Auto Salon and in locations around Japan. Justin Gardiner, Brand Manager at LCI, the country's official importer of Lotus cars, takes up the story.

"New Year is celebrated differently in Japan. Traditionally a time spent with family, most Japanese are glued to the TV on the last night of the year watching Kohaku Uta Gassen – a kind of Eurovision Song Contest but played as a team sport.
In recent years a new tradition has evolved, centred on an anonymous commercial parking area near Yokohama Bay. Daikoku is an artificial island built primarily as a dock, the commercial hub from which vehicles built by Nissan, Subaru and others are exported around the world. In the centre of the island is a parking area, accessed by a helter-skelter of roads from the highway bridges suspended high above the docks and surrounding sea. And it is in this artificial amphitheatre, miles from the nearest residential district, that hundreds of car and bike enthusiasts congregate each weekend. The biggest gatherings are regularly around New Year, always peaking on the morning of 3 January.



Lotus has a hugely loyal following in Japan, and is always well-represented at Daikoku. This year was no exception, with countless examples of the Elise, Exige, Evora on display, as well many heritage models. And there was only topic of conversation… "Who's got tickets to see the Emira?"



LCI is Japan's Lotus importer, and we had announced in December that the Emira would make its Asian debut at the Tokyo Auto Salon from 14 January. But there was a problem: Covid rules meant that ticket sales were restricted to just 125,000, far less than half of the 330,000 attendees in a normal year. Clearly some enthusiasts were going to be disappointed. However, for those who could get in, the Emira was undoubtedly a star of the show. There was huge interest in the car and the Lotus stand generally every single day of the show. The great news is that many orders were taken. All was not lost for those who didn't get show tickets. A carefully planned calendar of events throughout January meant there were other opportunities to see the Emira. A week after the big show debut the car was booked in to yet another of the city's renowned centres of car culture – Daikanyama T-Site. Ostensibly a book shop just a kilometre from downtown Shibuya, T-Site has become a beacon for petrolheads for two simple reasons: it has a big car park and it stocks auto magazines and books from around the world. Needless to say, on the weekend the Emira was there, the car park and the road out front were jammed with one particular brand of vehicle – Lotus. Throughout January, the LCI team has worked tirelessly to give Japan's Lotus fans what they really wanted for Christmas – the chance to get up close and personal with the Emira. We've taken the car to numerous iconic spots around the Tokyo area, from Fuji Speedway to Ginza, from Tokyo Tower to Akihabara's famed 'electric town'. And at every location Lotus fans just materialised out of nowhere. At one site I met three of them, and they'd all already put deposits down. They were thrilled to see the car appear in front of them completely by chance, and within minutes were delighted all over again with their decision to buy one.



The Emira's tour of Asia is just getting started. February is Hong Kong, then Thailand in March, and Malaysia and Singapore in April. May sees the car arrive in Australia and New Zealand for the first time. You can follow the Emira's progress on the Lotus social media channels

THE SAXON, THE CORTINA THAT NEVER MADE IT, 60 YEARS AGO!

The Ford Saxon was a concept car built by Ford of Britain in 1962.The car was built to help Ford compete in the American coupe market but it never made it into production, the single concept being finally being flown over to the States for evaluation. It was not well received by the Ford board and was soon dismantled. Never to be seen again. The original registration number had been ERA 62.



The final car as reproduced by Colin Ginn

The car its self was a cut down Mk1 Cortina, at the time in the early 60's the Lotus Cortina was also on the radar which may have scuppered the plans for the Saxon. Colin Ginn's , a man from Essex, England spent years creating a remake using a single rear view image of the car. Using a 1964 two door Ford Cortina shell as a donor car, which was cut down by 19 inches overall. The sills were reinforced to provide strengthening as well as the addition of a heavy box section. Every panel has been modified to replicate a close profile of the original, including larger wheels which caused enormous amount of extra design and body work. The running gear was thankfully more simple as Colin fitted a 1500GT Pre-Crossflow to keep it period although he had to design and make a Lotus Cortina-style A-frame set up for the rear as leaf springs were no longer an option.



The sketch which was the only reference that Colin had to base his design on





Answer to last months "Now who Said That?"



Last months quote was

"My first priority is to finish above rather than beneath the ground."

Evan Jones was the first in with the correct answer of James Hunt



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

"There he was, lying in that French field, blood shrouding his head, his legs and arms immovable. "Right," he said calmly. "If anything happens to me tell Patrick that all the existing sponsorship deals have been signed for the year and that Honda have an option with us for 87. Nelson is signed for 87 but Nigel's on a two-way option. Oh yes. And I was raised as a Catholic. If necessary, I'd like the Last Rites." "

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. To make it a bit easier the person he is referring to and is talking is Frank Williams

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
Mar-22				
	Sunday, 13 March 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 20 March 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, 27 March 2022	CSCA Rnd 1 CLA	8	Wakefield Park
Apr-22				
	Sunday, 10 April 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Monday, 11 April 2022	HSRCA 1 day race meeting	8.30 am	SMSP North Circuit
	Sunday, 17 April 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, 23 April 2022	CSCA Rnd 2 SCCA	8.00am	SMSP South
May-22				
	Sunday, 8 May 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 15 May 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jun-22				
	Saturday, 11 June 2022	Sat/Sun Sydney Classic HSRCA	8.00am	SMSP
	Sunday, 12 June 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 19 June 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, 25 June 2022	CSCA Rnd 3 MG N,castle	8.00 am	Pheasant Wood
Jul-22				
	Sunday, 10 July 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 16 July 2022	CSCA Rnd 4 TSOA	8.00am	Wakefield Park
	Sunday, 17 July 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Aug-22				
	Saturday, 13 August 2022	CSCA Rnd 5 MOCA	8.00 am	SMSP GP Cct.
	Sunday, 14 August 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 14 August 2022	Shannons all british day	8.00am	SMSP
	Sunday, 21 August 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, 27 August 2022	CSCA Rnd 6 MGCC	8.00 am	Pheasant Wood
Sep-22				
	Thursday, 10 November 2022	Sat and Sun HSRCA Race Meeting	8.00am	Wakefield
	Sunday, 11 September 2022	All Britisk Day at Kings	8.30am	The Kings School Parramatta
	Sunday, 11 September 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 18 September 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-22				
	Sunday, 9 October 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 16 October 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, 23 October 2022	CSCA Rnd 7 JDCA	8.00 am	SMSP North
Nov-22				
	Sunday, 13 November 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 20 November 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Dec-22				
	Saturday, 3 December 2022	Sat Sun HSRCA Summer festival	8.00am	SMSP

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. Price now reduced to $49,950 . Much more detail and photos available on request. Richard Carter 0409993606.



Wanted



Mark is seeking a front windscreen and factory 13″ knock-on alloy wheel to suit his 1974 Lotus Elan Plus 2 130 five-speed. The wheel is to replace a damaged wheel shown in the images.
If you have one available, email Seth at web@clublotus.com.au and he'll put you in touch.

I am trying to find someone who can 3D scan the interior of my Esprit so I have a dimensionally accurate representation to assist with making custom parts.
The problem is I have contacted 4 Sydney companies and not one of them have bothered to get back to me.
I wonder if amongst our members there is someone who has access to a 3d camera/Scanner and would be prepared to help out? I am happy to pay for the service.
Geoff Winder <winder@mac.com>

I live in Wollongong and am working towards getting a 1981 Lotus Eclat S2 back on the road. The motor and transmission are currently undergoing work.

I am in need of a new windscreen as the existing screen is cracked quite badly.

While at this stage I am not a member of the club, I was hoping you may be able to point me in the direction of a possible supplier of windscreens for an Eclat or to any of your members who may provide a second hand screen for the car.

George Wood0407 247 452

G'day my name is Harry, and I am looking for a 1600 twin cam engine for
>a 1967 Lotus Elan . Any help you can give is greatly appreciated.hdriver28@yahoo.com.au

Wanted : a padded storage bag for a 2020 Elise hardtop

: John Hurney hurney@bigpond.com

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

FOR SALE

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 High wing

Very good condition throughout, 75,400 km. This is the ONLY Australian-delivered High wing. 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

Esprit Turbo exhaust, aftermarket tail lights ans electronic module for lights lift,

Club member Tony is looking to sell some parts to suit a 1988 Lotus Esprit Turbo. Read on for the details.

1988 Lotus Esprit Turbo S steel exhaust system new, never used. $500.00 negotiable
Set of new aftermarket tail lights, cost $400 sell $150
Working electronic module with Lotus Marques conversion fitted. It lifts the lights up but for some reason it won't always drop them down. I'm fairly sure it's nothing wrong with the module mostly my bad adjustments of the pod units. $50 negotiable

If you're interested, or have any questions, email Seth at web@clublotus.com.au and he'll put you in touch with Tony.





