APRIL 2022



Chunky's Chatter

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



Inside this issue

- Lotus dominates in the Australian Targa High Country.
- Great collection of photos from the Longford Motorama held recently in Tasmania.
- Giorgetto Giugiaro, designer of the Esprit visits the factory at Hethel.

April 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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO Tony Bates renown Elite restorer created this Fastback elite.

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
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

CLA Tasmania Contact: Robert Verhey robertverhey@yahoo.com.au

CLA WA Contact: Lena Rossides 0402 291 838, LenaRossides1@gmail.com, Caroline Spillett cspillett@gmail.com, Steve Grobler (WA Historic register) steven.grobler@iinet.net.au. CLWA.coordinator@gmail.com

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

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.

Club Lotus Australia Committee

President: Ashton Roskill 0478 478 796 , president@clublotus.com.au

Vice-President: Evan Jones evanj@optusnet.com.au, 0411103043.

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

Secretary and Public Officer : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au , motorsport@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Rob Costa (02) 9597 1470, ricosta@southhouse.com.au

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

CLA Website: Seth Reinhardt seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES@transport.nsw.gov.au , 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@bigpond.net.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au
Sevens & Sedans:

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents Prattle
With Ashton Roskill



Happy Autumn all,

What with everything else going on (geopolitically and weather-wise) I have rather lost track of time - and given that we didn't get a summer in NSW this year, the fact that we have bumped into autumn already came as a bit of a surprise to me.

Not to mention Lotus has announced that they will build an electric SUV, the Lotus Eletre - who'd a thunk it? I do wonder what Colin would have thought of it - part of me thinks he'd be pleased that Lotus is remaining relevant to a broader audience and in an emergent technology, part of me thinks it's a bit too much "me too". But at least it's not as ugly as some! And given I haven't even seen it in the flesh, never mind driven it, I can't really comment!

Anyway, March was a busy and excellent month, with, of course, the CLA CSCA sprint kicking off the sprinting season for this year.

We owe a huge debt of gratitude to the organising Committee, headed by the indomitable duo of Mel and Gino, who put in a huge amount of time on the day last Sunday. And what a day - thank you to all the Committee - you did us proud! And particular thanks too to Evan who Clerk of Course'd for us, Tom who was our Chief Steward, and Mike who managed the scrutineering on the day; and to all the participants who gladly gave up some of their day to ensure the smooth running of the day.

Contrary to the forecast (and, frankly, my last three visits to Goulburn) it didn't rain, at all! In fact the sun came out once or twice.

And the track was clean from all the rain, so we had an absolute ball!

So much so that by 3pm, a lot of cars had had enough (their pilots possibly not, but given this was the first time out for a while, a lot of cars identified a need for a little more fettling)

I look forward to seeing lots of you at the Sprite Club round at the South Circuit on 23rd April. and meanwhile, Seth's excellent photos and a report on the day will be in the club website shortly.

And in other news…

Well, we have got the upcoming **Tour of Tassie** underway for **1st - 7th October** - look out for the email, it should appear in your inbox shortly - or you can go straight to our booking site here: https://cla.memberjungle.com/index.cfm?module=event&pagemode=indiv&page_id=1518255

Interest is good, so we will continue to progress the planning, and, importantly, a more accurate costing for the event to enable you to budget more accurately.

We have also got the planning underway for the **50th Anniversary celebrations** of CLA's establishment, which will be taking place next year; please save the date of **Friday 23rd-Sunday 25th June 2023** in your diaries; grateful thanks to Brian Caldersmith for both provoking the conversation and also starting to pull together a photographic history of CLA; if you have any period photos, particularly from the 70's and 80's, with (ideally!) a description of when and where (and who), please can you share with Brian at brianTC@bigpond.com

Upcoming this month (apart from more rain I expect!) we have our two Tyre Kick and Coffee events - at Carrs Park, and at the Gough Whitlam Oval respectively, which I pray might actually not get rained out this month, as they have been seemingly forever!

And of course we have the next round of the CSCA sprints (as above) at the end of the Month. See you there I hope.

In the meantime, keep safe, upright and on the blackstuff (mostly),

Pip pip

Ashton

From The Editor
Tom Devitt



Hi Everyone and welcome to the April edition of Chunky's Chatter.
Big thanks to Paul Schmidt of the Newcastle LOST group for organising a Pokolbin getaway in October this year. Details are as follows. If you would like to join the gang going, get in quick (contact details below)

LOTUS IN THE VINES 2022 - A Celebration of Lotus & the 60th Anniversary of Elan & Elan Plus 2

Where

Chateau Elan at The Vintage Golf Club
Vintage Drive, Pokolbin, Hunter Valley NSW 2320

When

Friday 21 October - Sunday 23 October 2022

Proposed Program

Friday 4-6pm , Welcome Drinks and Canapes - The Founders Room, Chateau Elan
Saturday Day - Optional Activities
Observation drive through the vineyards
Golf on the Greg Norman Championship Golf Course
Hot Air Balloon Ride (may include breakfast at a winery)
Wine tour
Saturday Evening - Celebration Dinner - The Founders Room, Chateau Elan
Sunday - Car display at Chateau Elan (how appropriate)
Maybe an optional Sunday night dinner for the interstaters.
It is envisaged that Attendees will book their own accommodation and any optional activities – much more details to come. Details of accommodation options, optional activities information and any relevant discount codes will be provided, in the coming weeks.
Congratulations to Paul Schmidt and his committee (from the Newcastle Lotus Owners Group - LOST) for getting this event up and running. Further behind the scenes planning is well under way. If you have any questions for Paul, before the next larger announcement, please send him an email > **julie.schmidt42@bigpond.com**



Chateau Elan with welcoming committee

This is going to be a busy year (at least in this newsletter) as it was 60 years ago that Lotus really emerged into the world of profit making road going cars (The Elan and the Super 7) as well as the arrival of the Lotus 25 into Formula one, a design that would change the face of F1 forever
Tom



The Lotus 25 with Jim Clark at the wheel

Lotus dominates Targa High Country in Australia

The Lotus Forums gives a tremendous wrap to our uniquely Australian Lotus competition, Targa High Country

Targa is a form of rally racing that's hugely popular in Australia, conducted on closed tarmac roads that on any other day are open to the public. In the case of the annual Targa High Country (THC), these roads are in the Victorian Alpine region approximately 2.5 hours north-east of Melbourne, making it one of the most accessible events on the Targa calendar.



Starting and finishing each day in the Alpine resort village of Mount Buller, the event is run Friday to Sunday. Teams cover just over 900km, of which roughly a third are driven at speed on those closed roads.

THC is the mid-point of the three-round Motorsport Australia Targa Championship, which commences with Targa Great Barrier Reef – held in Cairns in September – and concludes at Targa Tasmania in April.



THC isn't just about competitive racing. An equally important component is the Targa Tour, which allows people to experience the thrill of spirited driving on closed public roads without the pressures of competition.

Lotus Cars Australia and Simply Sports Cars have been supporting customers participating in Targa events for more than a decade. What started with one competition car at Targa Tasmania in 2012 grew to 49 cars – competition and the Tour – at the THC 2022, staged in February.



After months of lockdown, it was no surprise to see a record number of Lotus cars on the start list, with 27 in the Tour plus a further 11 in competition. A further 11 non-Lotus cars were entered in the Tour, bringing the total under Lotus Cars Australia / Simp-





ly Sports Cars management to 49 cars – the most ever.

With each requiring two occupants (driver and co-driver), and Simply Sports Cars providing eight support crew for the event, a total of 106 people had to be accommodated, fed, watered and supported. It's a huge logistical exercise for the Lotus Cars Australia team.

For many, Targa is and always will be about the competition. This year we had teams entered in two competition classes.

GT Sports Trophy – a maximum permitted speed of 130km/h

GT Outright – a maximum permitted speed of 200km/h

To be competitive you need a lightweight agile car that can accelerate fast, is capable of late-braking into corners and can carry its speed to power out of the curve. Sound familiar? Sounds like a Lotus.

The results sheet definitely suggests a Lotus is the car to have, with the first seven places of the GT Sports Trophy competition going to Lotus teams. This is the second year running that Lotus has completed a podium lockout. The class was won by the team of Matthew Gibbens and Tim Jurd in their Exige Sport 410. They were closely followed by Steve Sher and Fergal Murphy in their Exige S, then Rob Bryden and Ian Noble, also in an Exige Sport 410. The top three were separated by less than 90 seconds after three days of competitive driving.

The stage is now set for an exciting Targa Tasmania. Gibbens and Jurd will be out to claim their second victory, having won in 2021. If they do they will be odds-on to secure their first ever Motorsport Australia Targa Championship. They won't have it easy though – there will be plenty of Lotus cars chasing them!

If you are wondering how much fun it is being on a Lotus Targa Tour, the following feedback from one customer sums up the experience.



"Awesome, brilliant, amazing – just some of the accolades I can think of. Lotus Cars Australia and Simply Sports Cars, thank you so much, your hard work is incredible, you brought to life an event experience that I'll never forget. Friends made, laughs had, and the opportunity of participating has done more than tick something off my 'bucket list'. It's resulted in the bucket being emptied and refilled… with just more Targa please!"

LOTUS PHOTOS: CARSS PARK TYRE KICK & COFFEE, MARCH 2022

Images thanks to Evan Jones

After being battered by torrential rain through most of the week, we finally saw a break in the weather for the weekend, with the sun coming out to shine upon the first of our monthly catch-ups. Evan Jones has kindly sent along a few photos of the gathering, which you can enjoy below.



Both Tyre Kicks have been enjoying consistently good roll-ups, with ten to fifteen cars arriving each month, and we greatly appreciate everyone's support. This month's Carss Park gathering was no different, and saw many regulars along with a few less frequently seen drivers join in.



Next week we'll be back at Gough Whitlam Park in Earlwood, gathering from 9:30am. Why not come along, say 'Hi!', chat about cars for a while and enjoy a relaxed coffee before getting stuck in to your Sunday proper.



Sixty years Ago.....



Sixty years ago (1962) saw the Lotus company emerge from its cocoon as a small manufacture of specialized cars into a player on the Automotive big stage. It heralded the arrival of the Elan and the super seven as well as, in Formula 1, the Lotus 24 and the 25. The 25 would go on to become one of the one of the great leaps in F1 design and put Lotus at the forefront of F1 for coming decades.

The performance of the 25 monocoque stunned the racing world who took several seasons to catch up with Colin Chapman and his teams startling innovation. It also alerted Dan Gurney to get Chapman interested in Indianapolis and its obscene amount of prize money.

Whilst the Elan would not be ready for release until the 1962 Earls Court Motor Show, Chapman and his team were fascinated with the massive torsional strength the box section of the Elan chassis gave the car. For 1962 the Lotus F1 offer was the Lotus 24, a traditional space frame tubular rod construction, surprisingly not released until after the first 25 had been finished. The excuse, simply was that the company had no idea how the 25 would perform, so to play it safe, they stuck with conventional design whilst testing and evaluating the 25. Really, in early 1962 behind the scenes, the team began working on the Elan inspired Lotus 25 monocoque. Colin and his draftsman Alan Styman laid out the car, all the team got involved in building it. Dick Scammel recalls "None of us knew quiet was going on but it all took shape very nicely and it certainly looked right. Mike Costin was in there wielding a riveter, because he had experience in the Aircraft industry, so we thought, he must know what he was doing!!..it was that sort of project!!"

As the prototype neared completion , torsional test showed the team just what they had achieved. The previous years F1 car (the Lotus 21) weighed 130lbs and had a torsional stiffness of 700 ft.lbs./degree whilst the 25, weighing in as a ridiculously small 70 lbs. had a torsional stiffness of 1000 ft. lbs. / degree which rose to 2400 ft.lbs/ degree when the Coventry Climax V8 was added.

We will look more at the Lotus 25's performance later in the year but before closing, I mentioned Dan Gurney earlier. Dan was at the debut of the 25 at the Dutch GP and was flabbergasted. He went up to Colin and said "you know, if someone took a car like this to Indianapolis, they could win with it" So confident was Dan that he paid Colins air fare to America to study the United States Automobile Club track racing program. Colin recalled " I went over for just the race and just couldn't believe it. I thought I'd gone back 15 years or something ...I could imagine this must have been what it was like to watch Mercedes and Alfa Romeos prewar at Tripoli. Having seen these old fashioned and antiquated cars trundling around I thought, well all you've got to do is get an engine with about half the power that these great lumps of junk had and build a decent chassis and you've won the race...." Clearly, Colin was hooked and inspired, and, he would be back!!



TD

SOUTH AUSTRALIA'S LOTUS TORQUE FOR MARCH, 2022

Images and text by Andrew Stevens

FEBRUARY RUN

We had a great turnout for February, making the most of wonderful weather. Michael Ford again led the way to the Southern Vales and the ever-popular McLaren Vale visitor centre. One of the usual highlights of the journey, a blast up the Wickham Hill Rd, was skipped when the leader simply forgot to turn left. There are some who claimed he was really hankering for one of the Visitor Centre vanilla slices. Rumor has it that a number of the participants secretly visited the hill on the way home. I don't blame them.



Julian Casson continues to keep Elsie looking like new

MARCH RUN

March was one of smallest turn-ups for the year. After an ownership change saw a return to availability of the back room for group bookings, we headed to the Meadows Tea House once again. In addition to the new owners was a new menu, and a fantastic range of baked goods. There was a small amount of indulging in the wares, as well as examination of a couple of copies of Absolutely Lotus, courtesy of Tony Heard's newsagent-owning son in law.



David Giles and Dave Peters admire the new Europa paint job

It was good to see Lee Rolph and Judith at the kickoff, and Lee promises she'll have her S2 at the next run. David Giles brought along his once white Europa in its new brilliant orange colour scheme which drew admiring looks from many of the gang. Julian Casson had Elsie looking immaculate, while David and Edwina Baird drew plenty of interest in the monochromatic Talbot Lotus (or is that the other way around). Even Ore Axarlis enjoyed the run in his Evora after avoiding Meadows most of last year.

We meet up at 9:00am on the first Sunday of each month in the SA Sikh Centre Carpark at the bottom end of the SE freeway up track near the tollgate.

BATHURST LOTUS-ONLY TRACK DAY

It looks like the delay of the Lotus Only Track Day at Mount Panorama to May has resulted in three South Australians planning to head across to the mountain for a run.

For at least one (me) that involves building a new motor, and reassembling everything from the firewall

back. No problem then! Standby for the exploits of the Croweaters at Bathurst.

ZAGAME SUPERSUNDAY

Local Lotus dealer Zagame Adelaide have organised a Zagame SuperSunday supercar event for April 3rd, consisting of a combination of open and closed road driving for Zagame customers.

The navigational section will start in Stirling and take in serpentine roads from Aldgate to Mylor, before hitting the 100kph zones out towards Meadows and traversing a rarely used section of Peters Creek Rd.

The closed road section will be the main activity for the day and will be held at Wickham Hill Rd and the adjacent Mt Wilson property. Drivers will have the option of timed or untimed runs on the seven uphill and seven downhill challenges on the 2.7km course. There's going to be some great fun had and the array of cars is sure to be a spectacular sight.

Cheers and Safe Driving,

Andrew Stevens



Ore Atzakis Evora heads the lineup at Meadows

March Motorama held annually at Longford in Tasmania.

The Longford Motorama is held, perhaps not surprisingly, in Longford, Tasmania and celebrates the motorsport history of the area. It kicks off at Symmons Plains Raceway on Saturday and moves to Longford Village Green on Sunday. In 2022 it was held over the weekend of the 12th and 13th of March.

Rob Verhey was at the event this year with a few of the Tasmanian Lotus crew, and has kindly shared some shots of the Lotuses he encountered, including not one but two Elevens. Scroll along, and enjoy.









Images thanks to Robert Verhey


41
TAS
SHANNONS


23
101
Ford
Cortina Mk1 1964
Tony Edmondson
Ford Cortina Mk1
that raced for the
Don Elliott Stable




21


21






MANTON
32


100
7J
39




S1-6583


S1-070A

John Surtees passed away 5 years ago last month, started his 4 wheel Motor Racing career with Lotus

John Surtees, CBE Who passes away 5 years ago last month had a brief stint with Lotus during 1960 and 61 before moving to Cooper and then Ferrari for whom he won the world Championship in 1964. He was a four-time 500 cc motorcycle World Champion, winning that title in 1956, 1958, 1959 and 1960, the Formula One World Champion in 1964, and I think I am correct in saying, he remains the only person to have won World Championships on both two and four wheels.



John on his MV Agusta, 1958 TT

He founded the Surtees Racing Organisation team that competed as a constructor in Formula One, Formula 2 and Formula 5000 from 1970 to 1978.

In 1955, Norton gave Surtees his first factory sponsored ride He finished the year by beating reigning world champion Geoff Duke at Silverstone and then at Brands Hatch. However, with Norton in financial trouble and uncertain about their racing plans, Surtees accepted an offer to race for the MV Agusta factory racing team at the end of 1955.

In 1956 Surtees won the 500 cc world championship. In the 1957 season, the MV Agusta's were no match for the Gilera's and Surtees battled to a third-place finish aboard a 1957 MV Agusta 500 Quattro.

When Gilera and Moto Guzzi withdrew from Grand Prix racing at the end of 1957, Surtees and MV Agusta went on to dominate the competition in the two larger engine classes. In 1958, 1959 and 1960, he won 32 out of 39 races and became the first man to win the Senior TT at the Isle of Man TT three years in succession.

In 1960, at the age of 26, Surtees switched from motorcycles to cars full-time, making his Formula 1 debut racing in the 1960 BRDC International Trophy at Silverstone for Team Lotus. He made an immediate impact at Lotus with a second-place finish in only his second Formula One World Championship race, at the 1960 British Grand Prix. He also gained a pole position at his third, the 1960 Portuguese Grand Prix. In early 1961 he travelled to Australia and New Zealand with Jim Clark and Innes Ireland for the Tasman series under the management of Colin's dad Stan Chapman. He met with little success, so on his return to England he joined the Yeoman Credit Racing Team driving a Cooper T53 "Lowline" managed by Reg Parnell and for



John with 2 of his Would Championship vehicles



John in his later years, probably at Goodwood

the 1962 season with the Bowmaker Racing Team, still managed by Reg Parnell but now in the V8 Lola Mk4. He moved to Scuderia Ferrari in 1963 and won the World Championship for the Italian team in 1964.
On 25 September 1965, Surtees had a terrible accident at the Mosport Park Circuit (Ontario, Canada) during practice in a Lola T70. A front upright casting broke. Surtees came out of the crash with one side of his body four inches shorter than the other. (If you are prone to be a bit queasy with medical procedures, you might like to skip the next sentence) Doctors set most of the breaks non-surgically, in part by physically stretching his shattered body until the right-left discrepancy was under an inch, and there it stayed.
The 1966 season with its larger 3-litre engines has Surtees's in Ferrari's new F1 car. Its first race at the 1966 BRDC International Trophy at Silverstone, where he qualified and finished a close second behind Jack Brabham's 3-litre Brabham BT19. A few weeks later, Surtees led the Monaco Grand Prix, pulling away from Jackie Stewart's 2-litre BRM on the straights, before he dropped out of the race with engine failure. Two weeks later at the Belgian Grand Prix a first lap rainstorm eliminated half the field but saw Surtees go on to victory.
Now we come to one of the great controversies in Surtees career with Ferrari. In 1966, strike bound Italy had Ferrari only able to enter two cars (P3s) for the 24 Hours of Le Mans instead of its usual entry of three. Ferrari's side of the story states that under Le Mans rules each car was allowed only two drivers. One car was to be driven by Mike Parkes and Ludovico Scarfiotti, and the other by Jean Guichet and Lorenzo Bandini. When Surtees questioned Ferrari team manager Eugenio Dragoni as to why, as the Ferrari team leader, he would not be allowed to compete, Dragoni told Surtees that he did not feel that he was fully fit to drive in a 24-hour endurance race because of the injuries he had sustained in late 1965.
Surtees remembers things somewhat differently. In his recollection, when the pairings were announced he was to drive alongside Scarfiotti. As the faster driver of the two, Surtees argued that he should take the first stint and "try to break" the Ford opposition by driving "flat out from the start". Dragoni denied Surtees's request and insisted that Scarfiotti take the start, supposedly to please Fiat chairman Gianni Agnelli who was Scarfiotti's uncle. Either way, the decision and subsequent lack of support from Enzo Ferrari himself were deeply upsetting to Surtees and he immediately quit the team. This decision likely cost both Ferrari and Surtees the Formula 1 Championship in 1966. Ferrari finished second to Brabham-Repco in the Constructors' Championship and Surtees finished second to Jack Brabham in the Drivers' Championship. John finished the season driving for the Cooper-Maserati team, winning the last race of the season.
Towards the end of1966, Surtees signed for Honda. After a promising third place in the first race in South Africa, the Honda RA273 was beset with a series of mechanical problems. The car was replaced by the Honda RA300 for the Italian Grand Prix, where Surtees slipstreamed Jack Brabham to take Honda's second F1 victory by 0.2 seconds. and finished fourth in the 1967 Drivers' Championship.
In 1970, Surtees formed his own race team, the Surtees Racing Organisation, and spent nine seasons competing in Formula 5000, Formula 2 and Formula 1 as a constructor. He retired from competitive driving in 1972, the same year the team had their greatest success when Mike Hailwood won the European Formula 2 Championship. The team was finally disbanded at the end of 1978.
TD

Tony Bates, renown for his remarkable restoration of early Elites, passed away recently in the UK

The following tribute written by his lifelong friend Kirk Lockwood

It is with Extreme Sadness that I must let the whole of the Elite world know that our Lotus Elite Restorer Extraordinaire A.N.E. (Tony) Bates has indeed passed. An extreme Craftsman and skilled bodyman he saved so many of our beloved Elites from extinction. He also spent a great part of his life creating and recreating many of the replacement parts, body parts, and full Elite bodyshells from his devotion to the Elite and so many which required his services. He worked at Herculean efforts to restore some of the most prominent and well-known Vintage Lotus Elite cars of yesteryear thought to be lost to time forever. His most respected restoration was to our beloved DAD10, for without the Master craftsmanship of Tony this would've never been a reality for the world to rejoice in. The Vintage Elite world took on new meaning from this DAD10 rebuild making it a necessity to create what was known as the HURN Elite Body shell. This, which in turn has helped so many Elites cross the threshold of complete obscurity lost to the rigors of time to being reconstructed and restored even better than most were when purchased. This allowed such rigorous restorations to gain in value and cement their incredible "Way ahead of their time" construction. This genius car from Colin Chapman and his noteworthy employees John Frayling, Peter Kirwin-Taylor, Peter Cambridge, Ron Hickman, and the Great Aerodynamicist Francis Costin. It created the Lotus name around the world and launched Lotus Cars to the forefront of automotive design history unlike any other.

A.N.E. (Tony) Bates created a great service to all Elite enthusiasts in which we will benefit from for a very, very long time. He created a business called, "MARK 14 COMPONENTS." This business derived from that DAD10 project that was so incredibly "Larger than life" to take on.

Not a trip for the "Faint of Heart", but one for a most dedicated night and day "Labour of Love" saga that many in the world of Vintage Auto Racing might not realize just how much this man dedicated to "Making it Happen!"

A most terribly sad day for anyone who was close to Tony and knew him well. His family and relatives truly will never be the same without his devoted strength to his family values, and for that to all I have great sympathy. His loss will be felt forever. "Rest In Peace" my friend, the good Lord has called you home, and we shall miss you forevermore.

The Series II Elite, known simply as 'DADIO', because of its registration number – 'DAD 10' – will be raced by its owner Robin Longdon in the Les Leston Cup for British sports and GT cars of 1960-66. Leston, a renowned driver in the 1950s and '60s, retired to set up an aftermarket empire producing accessories and safety equipment that were hugely popular with competitors in period.

Originally owned by British racing driver Les Leston, DAD10 won 154 races during his career whilst also having a career in his other passion, jazz music, earning the nickname 'Daddio' on the scene while drumming with band The Clay Pigeons.

After buying the Elite and fitting it with the resultant 'DAD 10' number plate, Leston waged some legendary battles with the similar 'LOV 1' car, driven by Graham Warner of rival squad Chequered Flag Racing, and was rewarded with the 1961 British Sports Car title after a campaign that featured several class wins at Goodwood.

He sold the car less than a year later, and retired from racing to focus instead on his business interests, which included pioneering flame-proof overalls and helmets.

The car, easily recognisable among Elites due to its distinctive front and rear bodywork alterations, was lost for over a decade, but was found by Elite enthusiast Malcolm Ricketts in a damaged state in a field next to a repair shop in 1978.

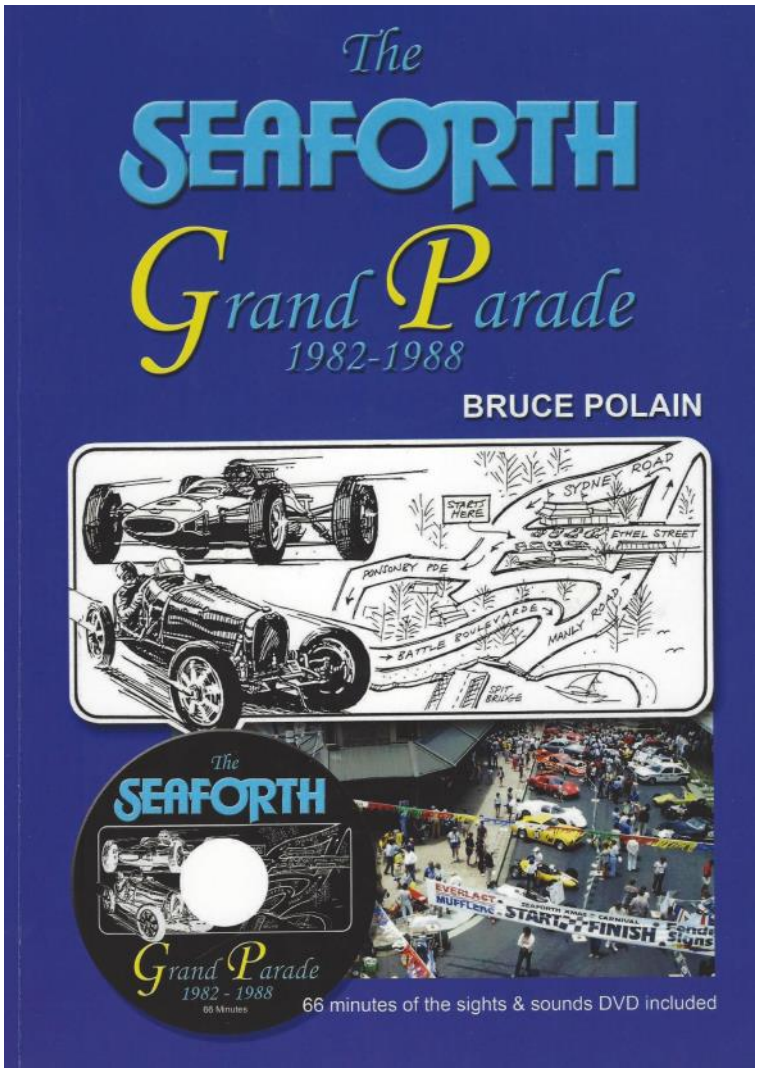
A six-year restoration project, involving Ricketts, Tony Bates and Longdon, ensued, and the car has since become a regular, and popular, competitor on the historic racing scene.



The restored DAD10 competing at a recent Goodwood

Motoring Enthusiast Bruce Polain has recently released a book on the Seaforth Grand Parade (The Seaforth Grand Parade 1982 – 1988)

I made mention of this event a couple of months ago in CC but thought it a good idea to have a proper look at his book and how the event came about.



Retailer Bruce initially had his furniture business in the Sydney suburb of Mosman, but it was expanding, and he needed to find a new location. A Shell service station in nearby Seaforth came up for auction and Bruce won the bid, He quickly demolished this and built a large 2 story showroom and 4 separate tenancies on the block. The dynamo that Bruce is, quickly saw him become the chairman of the Seaforth Chamber of Commerce.

To publicise the area he started the idea of a static Classic car show in Seaforth. But this was a bit drab, so Bruce, the Mayor and Deputy Town Clerk (also motoring enthusiasts) decided to go for a run around the area to try and solve several logistic difficulties. As they were driving around, the Spit Bridge was up and Bruce was struck with a thunderbolt of an idea, What about, instead of a static display, the cars could drive around a set 'track' in Seaforth whilst the bridge was up and there was no traffic on the roads?

Great, but this then brought its own set of unsurmountable problems, the chief of which was that racing cars are not registered to drive on public roads and to exclude this class of car would simply make a parade of road-registered cars a bit boring. But a couple of local mates of Bruce, who worked at the RTA had a lightbulb -moment. There existed a concession, whereby farmers could get an RTA permit to drive their farm machinery under their own power on the road between properties! Amazingly Bruce got the approval from RTA for racing cars (and later bikes) to get such permits.

The next drama was the local Police. The local traffic Police Sergeant was totally against the idea and tried to convince Bruce that it would never happen. Rather than give in, Polain requested a meeting with the local Superintendent. During the meeting the Sergeant was called away, and Bruce and the Superintendent started to get on OK. When the Sergeant returned, he tried to bundle Polain out of the office saying he would never get permission. "But what if I do?" said Bruce. "Then we will give Mr. Polain every cooperation" the superintendent replied. The sergeant released Bruce's elbow and politely acquiesced to his superior.

They were almost there, Bruce visited the GIO regarding insurance, which was readily agreed to, in Bruce's words "They would provide their insurance at no cost for this outrageous event!"

The RTA process required a 'pink slip' for all the racing cars, which was enthusiastically provided by the Ampol Garage in Seaforth and Polain then with a great bundle of these then went to the Manly Motor Registry and in his words "received only superb co-operation,- everyone was intrigued by the event"

He formed a Seaforth GP committee who took care of liaising with the local paper The Manly Daily, posting out entry forms and Rego certificates, distributing huge rubbish bins around the suburb and cleaning up after the event. Additionally with the help of Charles Jardine (a regular CofC at Amaroo) who brought his track officials and fire truck the event was totally catered for.

Given this photo by Dennis Brooks was taken in 1986, one wonders if this young lad taking an active interest in Tom Devitt's Lotus 20B, ever took up motor sport – after all some 35 years have elapsed.





...and this second photo of the balance of the car shows Dad's knees still in shot while the young lad is obviously continuing with his appraisal.



Another shot of car #20 the Lotus 20 (this time by Bob Britton of Rennmax Fame). Of interest car #19 in the same shot is the Bowin Hay P6 of Robert Bedwell. Originally this Bowin was owned by Barrie Garner who engaged Ron Hay to convert the car for hill climbing by creating a more upright seating position - narrowing the rear track by 9 inches and shortening the wheelbase by 7 inches. Thereafter installing an alloy eight cylinder Leyland V8 of 4400cc. This provided the ideal mount for Barrie Garner to win the 1978 NSW Hill Climb Championship.

<u>The Book</u>

It's a large format (A4 size) paperback printed in Australia and mostly assembled by Brice himself. He was fortunate to have many friends and acquaintances who were able to supply a plethora of excellent quality photos and well documents the events over the years with input from a huge selection if Australian Motor Racing champions. Each copy is signed by Bruce and there is also a DVD of all of events of each year included. Because Video VHS was the format of the day, the quality is not quiet as sharp as it would be if recorded today, but that's a small price to pay for a unique and probably never to be repeated part of Australian Motor Racing history. The book is available around Australia, I got my copy from the Automo Bookshop

Over the years several CLA members 'competed in the event as follows.

1988 , Lotus 60 driven by Jim Madden, Lotus 36R driven by Margaret Simms,

1987 Lotus 7 driven by Maurice Blackwood, The Sabakat (Lotus 12) driven by Graham Howard ,

1986 Lotus 23B driven by Fred Vogel , Lotus 20B driven by Tom Devitt

1985 Lotus 79 (F1) driven by John Dawson-Damer, Lotus 11 driven by Paul Samuels, Lotus 23B driven by Fred Vogel, Lotus 7 driven by Adrian Schagen, Lotus 20B driven by Tom Devitt

1984 Lotus 11 driven by Adrian Schagen

1983 Lotus 11 driven by Fred Vogel, Lotus 11 driven by Adrian Schagen, Brabham BT26-1 driven by Alex Macarthur, Brabham BT 23A-1driven by Peter Simms

1982 Lotus 6 driven by Graham Howard

TD

The Lotus 24, the last of the F1 Lotus space frames



The much unloved Lotus 24 was really, quite a good car. 60 years ago Colin Chapman and his team, having devised and built the monocoque Lotus 25 as a works car, decided to build a 'conventional' back-up space-frame design which they would sell to privateer and use it themselves if this fancy monocoque didn't work. The 24 was a very different design from its predecessor, the Lotus 21, and used much of the same suspension as the 25. Both Coventry Climax FWMV and BRM P56 engines were generally fitted, with at least one example running with the Coventry Climax FPF four-cylinder.

The Lotus 24 made its debut at the 1962 Brussels Grand Prix. Jim Clark put it in pole position for the first heat but retired after only one lap and did not run in the GP. Two weeks later Clark won the third ever Lombank Trophy race at Snetterton. This race was, run to Formula One rules, held on 14th April 1962 at Snetterton Motor Racing Circuit, England. The race was run over 50 laps. On race day Graham Hill led for the first five laps, Stirling Moss passed him and stretched ahead, his car using the new Coventry Climax V8 engine. However, he was struggling with throttle problems and had to make several pitstops, leaving Clark to dominate the rest of the race. Clark's car was the only other Climax-engined runner to use the new V8 engine. Prior to the race, two of the entrants withdrew after accidents: Richie Ginther crashed his BRM P57 in testing and suffered injuries which left him unable to race, and Jack Brabham's Lotus 21 had been damaged in a fire at his workshop.

The 24's first World Championship event was the 1962 Dutch Grand Prix, where it finished second with Trevor Taylor. And this would be its best Championship finish. The Lotus 25 in the hands of Jim Clark exploded on the F1 season and was obviously the way ahead.

Unfortunately, a number of privateers were really pis**d of with Chapman who had promised his customers that the team cars would be mechanically identical to the customer cars, leaving himself free to alter what he classified as the cars' nudge-nudge "bodywork" (space frame-v-monocoque)

The 24 hung around with private teams in 1963 and 1964 with limited success, and by 1965 only one World Championship entry was made, Brian Gubby failed to qualify for the British Grand Prix.

TD

Sandy Bay March meet in Hobart with thanks to Robert Verhey for the Photos









Ex Lotus F1 driver Swede Reine Wisell passed away last month aged 80

Reine Wisell was a dashing figure of a driver with long hair and sideburns to his chin. Like his close friend Ronnie Peterson, he looked set to be a grand prix champion. When Jochen Rindt was tragically killed at Monza, Reine was hired by Lotus to become No 2 in the team to Emerson Fittipaldi. In his first GP for Lotus, he finished an impressive third at Watkins Glen.



Reine with Colin Chapman at Questor GP in 1971

At the end of this race of attrition, the team's new number one, Emerson Fittipaldi took his first Formula 1 victory, some 45 secs ahead of the Swede. Pedro Rodríguez was second in the then competitive BRM. The season then concluded with the Mexican Grand Prix. This was not a good race for Gold Leaf Team Lotus since Emerson had to retire, and Reine limped home at the back of the field unclassified. But Chapman was convinced of Reine's skills and signed Wisell to race alongside Fittipaldi for the 1971 season. Reine had come into the team hugely confident of his own speed and ability, but was out-performed, time and time again by his Brazilian teammate and it is no doubt that it shattered his confidence. Indeed he never matched that Watkins Glen podium finish again in an F1 career that dragged on through a season with BRM, a brief re-call to Team Lotus and a handful of one-off rides until 1974. He raced on for many years with some success in GT, Sports and Historic racing but the potential was never realised.

Born in the small Swedish lakeside town of Motala, Reine started out in a Mini-Cooper, then a Ford Anglia and then back to a Mini. He soon became interested in F3 and in 1966 bought a second-hand Cooper T76. He quickly found his mark taking a win and finishing eighth in the championship. The following year he purchased Picko Troberg's championship-winning Brabham BT18. This was a well-sorted car and Wisell raced to the Swedish F3 Championship as well as an impressive second at the Spanish GP F3 support race.

He also became friendly with a fellow Swede, Ronnie Peterson they competed in F3 together.

For the following year he was signed by the British-based Chevron team to race in both F3 and sports cars with minimal succes. However towards the end of the season he got an offer to drive Sid Taylor's McLaren Formula 5000. He won three of the last four races and this meant he was firmly on Lotus's radar when it needed to find a replacement not only for Rindt but also John Miles, who had resigned from the team.

A hectic 1971 season racing both for Team Lotus and in Formula 2 including an outstanding win in Pau. In terms of results with Lotus that year, he just missed out on the podium in South Africa at the start of the season, was fourth in Austria, fifth in Canada and sixth in France. Additionally he got to drive the turbine car at the British GP.

He finished ninth in a Championship year dominated by Jackie Stewart and three places behind team mate Fittipaldi. To Chapman, he was not going to make it and needed to be replaced. He was replaced by the 1971 Motor Sport Magazine British Formula 3 Champion, the Australian Dave Walker. (but that too didn't work out too well!)

Reine found a home in the five-car BRM team for 1972. It was nothing short of a disaster and bar a twelfth place at Monza he never made it to the flag such was the unreliability of the car. There was a ray of light at the end of the year when he re-joined Lotus, replacing Walker for the two season-ending North American races but by then the car was uncompetitive. His F1 career wound up with one-offs March drives, in France in 1973 and Sweden the following year. There were still moments of glory, he won the F2 Eifelrennen race at the Nürburgring in 1973 in the unfancied Team Pierre Robert-GRD.



He passed away on the 20th March this year aged 80.

Design icon Giorgetto Giugiaro visits Lotus Factory

After a gap of more than 45 years, the designer of some of the most influential and successful cars in automotive history has returned to Hethel.

One of Giorgetto Giugiaro's pioneering designs – and also his best-known, is the Lotus Esprit. He originally penned it as a concept for the Turin Motor Show in 1972, was launched as a production car in 1976, and became a brand icon for Lotus for the following two decades and beyond.

Giorgetto also designed the interior for the other great 1970s ground-breaking Lotus design, the Elite, a masterpiece of packaging with enough space to comfortably accommodate four adults plus luggage.

Giorgetto visited Hethel with his son, Fabrizio, also a car designer and together with his father the co-owner of GFG Style. They took in a viewing of the latest Lotus designs, the Evija and Emira, plus a tour of the site's new state of the art assembly lines where they are being built. It was followed by a reunion with a couple of Lotus Esprits a yellow Series 1 and an Esprit Turbo that was famously the last 'company car' of Lotus founder Colin Chapman.

The visit ended with an impromptu design session in the office of Russell Carr, Lotus Design Director. Giorgetto penned a sketch of a Lotus Esprit, which now hangs proudly on the wall, a wonderful example of how some of the greatest designs are the most simple.



Giorgetto alongside his most famous Lotus design

Russell commented: "I have been in awe of Giorgetto's designs ever since I remember seeing some of his pioneering and revolutionary designs from the late 1960s onwards. He has been a major influence in defining the design business that we know today, and has been responsible for so many innovative and beautiful designs over the years. Of course, those include the Esprit, which still influences sports and supercar designs to this day."



Giorgetto added: "I am very grateful to be reacquainted with Lotus after all these years, and for the warm and enthusiastic welcome given to me at Hethel. It was an unforgettable visit for me and I especially enjoyed seeing the classic Esprits. My personal highlight was being shown the Emira and Evija designs – these two cars take automotive design forward to the next stage – the clever and eye-catching way these designs incorporate aerodynamics and simplicity all in one is very Lotus. Congratulations!"



Giorgetto and his son Fabrizio

Lotus Emira First Edition: Featuring the world's most powerful four-cylinder engine

Lotus has confirmed full details on the price and spec of the eagerly anticipated Emira First Edition. Fully loaded with a host of desirable technology, infotainment and comfort features, plus unique badging.



The Emira is the last petrol-powered car from Lotus before a its new all-electric era begins on 29 March when the Type 132 makes its world debut. Critically acclaimed by the media, customer orders for the Emira V6 First Edition have far exceeded expectation and continue to flood in from all over the world. Last week there was a 50% increase in website traffic and an 175% increase in Emira enquiries following overwhelmingly positive global coverage of prototype.

The new four-cylinder Emira is powered by a bespoke version of AMG's M139 direct injection engine. It is manufactured specifically for the Lotus Emira and includes hardware changes to aid mid-mounted integration and new software to give it a true Lotus character. It is the world's most powerful four-cylinder engine homologated for road use (up to 208bhp / litre), widely regarded as the world's best i4 unit and has an enviable reputation for reliability.

Using cutting-edge technology, it delivers outstanding performance for comparatively low emissions. The twin-scroll turbocharger with roller bearings is optimised for fast spool-up and minimum lag. The exhaust system is designed by Lotus and unique to the Emira.

Key to its appeal is the standard-fit eight-speed dual-clutch transmission (DCT) with paddleshift – a first for Lotus. Gavan Kershaw, Director, Lotus Vehicle Attributes said: "It's a bespoke rear-wheel drive variant of the transmission developed by Lotus in collaboration with AMG. On top of that, the gearshift strategy has been defined by the Hethel team as part of the car's performance attributes. It is unique to the Emira and optimised for the best blend of outstanding driving engagement and performance, fuel consumption and emissions."

Delivering 360bhp, the car features a unique engine bay cover and C-pillar badging. As with the Emira V6 First Edition, the i4 version offers a high level of standard equipment and is available with a variety of 'no-cost' optional finishes and materials to enable customers to tailor the car to their own style. A number of additional cost options add an extra touch of personalisation.



The car rides on 20-inch ultra-lightweight V-spoke forged alloy wheels. They're diamond-cut to create a premium two-tone finish, though silver or gloss black versions are available as a no-cost option. Two-piece brake discs – with branded calipers in either red, black, yellow or silver – are part of the First Edition spec, plus a Tyre Pressure Monitoring System (TPMS). The car comes in one of six vibrant paint colours: Seneca Blue, Magma Red, Hethel Yellow, Dark Verdant, Shadow Grey and Nim-

bus Grey.

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

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

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

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

Three more option packs are fitted as standard to the car, making four in total. The Lotus Drivers Pack gives customers the choice of Tour or Sport suspension, and the choice of Goodyear Eagle F1 Supersport or Michelin Pilot Sport Cup 2 tyres. It also includes Track Mode ESP, with a new Track mode highlighted on the TFT instrument display screen which prioritises information required for high-performance driving.

The Design Pack adds privacy glass, sports pedals, a black Alcantara headliner and Emira-branded footwell mats. The Convenience Pack adds front parking sensors, rear reversing camera, rain-sensing wipers with aero blades, auto-dimming mirrors and a rear luggage storage net.

The Emira First Edition costs £71,995 (€87,995 in Germany, $85,900 in USA). Customers in the UK can reserve their chosen car via the Lotus website from 8 April and deliveries will start towards the end of the year.

The entry level four-cylinder Emira will, as previously revealed, cost £59,995. The full spec will be announced later this year, with cars available next spring. The entry level Emira V6 will be launched in January 2023 and will cost £64,995 (€81,995 in Germany, $82,900 in USA). More details on both models, including the full spec and options pricing, will be made available this summer. Online customer reservations will start at the same time.

In addition, Lotus has confirmed that an extended palette of new paints will be available exclusively on the entry level versions of both the Emira and Emira V6. There will be seven vibrant new shades coming at the start of 2023, with further details revealed this summer.



Answer to last months "Now who Said That?"



Last months quote was

"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." "

Evan Jones was the first in with the correct answer of Peter Windsor



Motoring Journalist Peter Windsor

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

"The connection of the car to the driver is the seat. You are strapped in tightly in it. On the motorcycle, you can move around. The G-forces feel different. It's probably harder to change from the car to the motorcycle."

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. No hints this month as its too easy!!

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
Apr-22				
	Sunday, April 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	Carrs Park By the bay café
	Monday, April 11, 2022	HSRCA 1 day race meeting	8.30 am	**CANCELLED!!**
	Sunday, April 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Bayview Ave Undercliffe
	Saturday, April 23, 2022	CSCA Rnd 2 SCCA	8.00am	SMSP 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				
	Saturday, June 11, 2022	Sat/Sun Sydney Classic HSRCA	8.00am	SMSP
	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
	Saturday, June 25, 2022	CSCA Rnd 3 MG N,castle	8.00 am	Pheasant Wood
Jul-22				
	Sunday, July 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, July 16, 2022	CSCA Rnd 4 TSOA	8.00am	Wakefield Park
	Sunday, July 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Aug-22				
	Saturday, August 13, 2022	CSCA Rnd 5 MOCA	8.00 am	SMSP GP Cct.
	Sunday, August 14, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, August 14, 2022	Shannons all british day	8.00am	SMSP
	Sunday, August 21, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, August 27, 2022	CSCA Rnd 6 MGCC	8.00 am	Pheasant Wood
Sep-22				
	Thursday, November 10, 2022	Sat and Sun HSRCA Race Meeting	8.00am	Wakefield
	Sunday, September 11, 2022	All Britisk Day at Kings	8.30am	The Kings School Parramatta
	Sunday, September 11, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Thursday, September 15, 2022	15 to 18 September Baskerville Historice	8.00am	TASMANIA Baskrrville Circuit
	Sunday, September 18, 2022	TK&C Monthly meeting (Central Sydney)	9.30 am	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
	Sunday, October 23, 2022	CSCA Rnd 7 JDCA	8.00 am	SMSP North
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				
	Saturday, December 3, 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.





