SEPTEMBER 2022

Chunky's Chatter



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



Inside this issue

- Heaps of Lotus phots from the Shannons Sydney Classic day.
- Lots of SA news from Andrew Stevens our SA correspondent.
- We mark the passing of 2 great Australians in the local motor racing scene.

September 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.

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COVER. Long time CLA Member, Peter Eppel sent us this shot of his Europa twincam engine block that turned 50 this month.

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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SA Lotus owners meet on the first Sunday of each month 9.00am at the Sikh Society of SA Carpark (Bottom of the SE freeway-corner of Cross Rd& Glen Osmond/Port Rush Rds.)

Lotus Club Queensland meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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Presidents Prattle
With Ashton Roskill



Welcome to spring everyone!

Traditionally the time to get the cover off the car, make sure all the fluids are still in the right place, and get out on the road.....except it still seems to be very damp and drizzly, at least here in Sydney (and I gather from friends down south in Mexico that it's started doing it there too now!)

So as a result, sadly the traditional Kings School All British Day has been rained off this year. But don't let that stop us from gathering for Tyre Kicks, and, if the mood inclines for those in Sydney, perhaps making a run to one of the several larger cars and coffee gatherings that have sprung up - for example there's Machines and Macchiatos on 18th September at 1 Echunga Rd, Terrey Hills

And who could possibly forget that our Tour of Tassie is only a month away! The 35 or so intrepid explorers will be heading off on October 1st to find (and hopefully report on!) the finest roads, vineyards and fresh air Australia has to offer, all in a compact island within easy reach - it's a mystery why we need to go further afield!! Sadly I am not able to join them, as I'm deep in the weeds of prep for the Perth to Sydney Marathon which happens at the end of October, and for which I (and Gidget) am not yet ready!

There is a lovely cross-border celebration of the Elan's 60th birthday planned for the weekend of 21st-23rd October based in the Hunter Valley - if you are interested to join (no obligation to have an Elan!) please drop a line to Paul Schmidt on julie.schmidt42@bigpond.com for details and to book into the dinner at, appropriately enough, Chateau Elan.

And all of a sudden it will be November and December and we'll be (hopefully by then) into the beginnings of finer weather;



Dining Room at the Hydro Majestic, venue for this years CLA Christmas Party

but just in case, this year, we are planning for the NSW Christmas Party and AGM to be an indoors event; we'll be getting an EOI out shortly for lunch at the Hydro Majestic on (hopefully!) Saturday 10th December, so please mark it in your diaries if that appeals, and please respond to the EOI as we'll need numbers! As in prior years, we'll be bribing you to join us with a subsidy of the meal.

Elsewhere, Lotus has recently announced their new initiative to provide owners of cars built since 1980 with parts and support - the new website is parts.lotuscars.com and is still in development, so have a look, and drop them a line with feedback (constructive hopefully!) on how it could develop. I suspect it is unlikely that earlier (pre-1980) cars will get a look-in just yet anyway, but this is a good start, and part of the emergent LAP programme that Matt Windle and his team outlined during their recent visit to Australia; Geely are very interested in the history and heritage of the brand, so I am quietly hopeful this is the beginning of exciting times.

And hopefully some of the Emira's promised to owners here will start to be built soon! I had hoped to fit in a visit to Hethel while in the UK recently, but I was in the area on a Sunday (for the Historics race I mentioned last time) so Hethel were not particularly interested in a visit!

Looking slightly further ahead, planning is well advanced on the 50th Anniversary celebrations for the Club, planned for 23rd-25th June 2023; please bookmark the date if you've not already, and we expect to be able to start getting firmer details out later this year or very early in 2023.

I'm sure I have missed something important, but if so, I expect someone to tell me!

Meanwhile, stay safe, and keep it upright and on the blackstuff (mostly),

Pip pip

Ashton

From The Editor
Tom Devitt



Hi everyone and welcome to the August edition of Chunky's Chatter. As you have probably heard, the disappointing news recently is that the All British Day at Thee Kings School (Parramatta) has been cancelled yet again. The reason, as in some previous years is "the fragility of the ground. Whilst the CMC is searching for an alternative venue there is little hope that the event will run in 2022.

I know not many of our readers follow the American IndyCar championship but it was pleasant to note the Australian Will Powers has tied with American Mario Andretti's pole position record of 67. Recently Powers held a 6 point lead over Scott Dixon and in the category there are only 11 drivers now capable of winning the championship with 3 races to run.

And speaking of another couple of Australians on the world stage, the latest series of rumors in Formula 1 is that of all the speculation, Daniel Riccardo doesn't feature in any of them.

His future on the grid remains up in the air after it was officially announced he is departing McLaren at season's end.

It has been suggested that he may return to Alpine – formerly Renault – but with rumors going around the team's interest in another driver, it could get very bleak very quick for Daniel.

At the centre of all the movement is Australian rising star Oscar Piastri, whose future is set to be decided in coming days with his contract dispute finally set to be resolved.

Piastri caused a major stir when he bluntly shunned Alpine and signed a contract with McLaren for 2023 despite having a valid contract with Alpine. So interesting times ahead.

Featured below is a photo of the last meeting f the Newcastle based "Lost Fraternity;. These are a group of Lotus and other specialised cars that meet regularly on the north Coast for day runs.

See you in September

Tom

LOST Fraternity. 28th Aug, 2022



TK&C at Gough Whitlam Park August
Thanks to Evan Jones for pictures







CLA Christmas party and AGM. Don't miss it!

Expressions Of Interest - Now Open

THE HYDRO MAJESTIC
BLUE MOUNTAINS



Christmas Lunch & AGM

A time to celebrate the festive season together, join us

11.15am AGM, 12.00pm Lunch

Saturday, 10th December 2022

at

The Hydro Majestic, Blue Mountains 52-88 Great Western Highway Medlow Bath New South Wales 2780

$75 per person (note this has been heavily subsidised by the club.

3 Course Meal included

Drinks will be available to purchase on the day.

Seats are limited.

To register your expression of interest , please visit the website and click on "Purchase Tickets" and follow the prompts.

Please note that no payment will be taken, tickets for expressions of interest are at $0.



FRI 21 - SUN 23 OCTOBER 2022
Chateau Elan at the Vintage Golf Resort
Vintage Drive Pokolbin, NSW 2320

A CELEBRATION OF LOTUS

TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name: **Phone:**

Program:	
Friday 21st	Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace Please indicate number persons attending ( )
Saturday 22nd	Observation Run through the vineyards 10am start, all vehicles welcome lunch at a winery (subject to confirmation). Dinner in the Founders Room at 6pm Please indicate number of participants ( ) Dinner $80 per person payable in advance by 1st October 2022
Sunday 23rd	Car display featuring the Elan and Plus2 at 10:30am Please indicate if you will be displaying an Elan or Plus 2 ( )
Optional Activities on Saturday:	Golf on the Vintage Greg Norman Championship course Golf house rates $119 per person includes ride on golf buggy Please indicate number of golfers ( ) and preferred tee off times after 10am ( ) Wine Tasting Tour Please indicate number of participants ( ) Hot Air Ballooning Please book directly with the Balloon companies. Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au
Accommodation	Chateau Elan – special discount book online with Promo Code Elan 60 The Hunter is extremely busy at weekends and tends to book out early. (Promo code Elan 60 expires 45 days before the event commencement) Other options at the Vintage are Grand Mecure Apartments and holiday housing booked through the Vintage Realty
Costs	Friday – Cash Bar Saturday – Celebration Dinner $80 per person (3 courses alternate serve, cash bar – please advise of any dietary requirements)

* Please note additional announcements will be made as we get closer to the event.

FOR INFORMATION AND EXPRESSIONS OF INTEREST CONTACT PAUL SCHMIDT JULIE.SCHMIDT42@BIGPOND.COM OR 0419 416013

SA Lotus Torque
An occasional contribution from our SA correspondent Andrew Stevens

Winter Report

Well, winter is almost over and here in SA we are fortunate compared with our brethren on the East Coast who have copped a battering both physically and psychologically.

It seems churlish when so many people have been flooded and storm affected, to complain about the wet weather falling on a weekend and spoiling our fun in the Adelaide Hills.

So how did the SA contingent thrive through winter in SA this year ?



Haydn Morrell's S2 Elise was quickest Lotus on the day - Photo courtesy Andrew Stevens

June Lotus Run

The June Lotus was miserable weather and the half dozen who turned up promptly decided that a run to a local coffee shop was the preferred activity for the day. The conversation was as lively as the weather was bleak.

Lotus Track Day at The Bend

After two COVID related postponements and at the 3rd attempt, Tim Schreiber's organisational skills finally paid off with a Lotus Track day on the International Circuit at The Bend about an hour east of Adelaide. Held on the Monday of the June long weekend, the event was open to more than Lotus, with a few saloons and clubbies in evidence.



Plenty of tasty machinery at The Bend - Photo courtesy Andrew Stevens

The Shahin family has done an exceptional job with the superb The Bend complex and the International Circuit is a real drivers challenge, with its combination of corners, elevation, long main straight, and almost 5km in length. Scheduled immediately after two Victorian MSCA days on the 7.77km GT circuit and the International Circuit, the numbers were a little down as some cars didn't make it through the preceding activities. But with competitors from NSW, Victoria, and SA, there were enough to fill four well spaced groups divided up by best guess at lap times.

<Image 02: Plenty of tasty machinery at The Bend - Photo courtesy Andrew Stevens >

There were 18 Lotus, ranging from 430 Cup Exige's, through S2 Exige's and Elise's to a handful of S1 Elise's, three of which were from SA – all running K series donks, and only Lee Gardner's Victorian example having Honda motivation. There were also 8 Clubbies, 9 Porkers, and a smattering of BMW's, along with a few odds and sods from the MSCA event.

Sunday night was a social affair with dinner at the Riverside Hotel in Tailem Bend, and get to know most of the interstaters. Whether it was the early start the next morning or the miserable condi-

tions but most people were well behaved and early bed times were the order of the night. Overnight was persistent rain, and Monday morning saw overcast and cool conditions with the track absolutely soaking wet.
The small SA contingent was:
Charles Hatcher in his BOE supercharged 111R Elise running plenty of boost and new tyres.
Julian Casson in Elsie, the famous ex Giles Cooper S1 Elise
Richard Appleby in his S1, with freshly rebuilt K series in the back
Me, the third member of Team Stevens (with Guy and Brett), in the ex Targa / Stokell S1.



Charles Hatcher's 400bhp supercharged 111R - Photo courtesy Andrew Stevens

After the drivers briefing, cars that had wets ventured out for a sighting session, lapping 20-30 seconds off the pace, and trailing large clouds of spray. It was tricky conditions, slippery and with spins aplenty as drivers sought out their limits, or simply found a larger puddle than expected.



Tim Schrieber adjusts tyre pressures before his run - Photo courtesy Andrew Stevens

Thankfully, further rain stayed away, and the second round of runs, while still wet, saw a few more cars on track, and a few more people pushing the limits. There was still plenty of wheelspin and lockups as traction remained elusive.
The third runs had most competitors out in their groups with the times starting to come down, but with drivers still having to watch out for overzealous application of the right foot, either braking or power.
By lunchtime the track was largely dry and the times really started to tumble as people got into the groove, and those on slicks got some heat in their tyres.
At the end of the day, the top Lotus runners were Haydn Morell (S2 Elise), Ben Styles (S2 Elise), Fintan McLoughlin (S2 Exige), and the organiser Tim Schrieber (Exige 350) with Haydn dipping down into the 2:06's in his well developed track Elise.
Charles Hatcher was quickest of the SA runners with the three SA S1's down at the bottom end of the timesheets. Ah well there's always next year. There will be a next year won't there Tim ?

July Lotus Run

July weather forecast was again for rain, but they obviously still had the blinds closed at the weather bureau, as it mostly stayed dry at our gathering spot and for the run through the valley to Meadows. Entertainment for the day was provide by my attempts to enter and extricate myself from a certain Krypton Green 240 Cup Exige (bloody cages !!!). We'd reserved the back room at the Meadows Tea House, and the new owners let us rearrange the furniture to accommodate the somewhat larger number of participants. Breakfasts, morning teas, and just straight coffee were the order of the day before we set off home again, with a small detour via Hahndorf.

SCCSA Lotus Night



Elan engine bay - Photo courtesy of David Hopper



S4 Elan on stage - Photo courtesy of David Hopper

The Sporting Car Club held a Lotus themed night at their Adelaide clubhouse, with two of local legend David Tye's cars on the stage and an entertaining talk followed by a question and answer session.
The S4 Elan drophead was built by David to GTS spec for FIA historic use in Europe, with a combi-



The 23B replica attracted lots of interest - Photo courtesy of David Hopper>



23B replica build quality is excellent - Photo courtesy of David Hopper

nation of Tony Thomson components and Craig Beck engine. As a result, it's left-hand drive with a full Safety Devices rollcage built in. David brought it back from France when he decided to return to Australia, and has been using it in Sprint's and events such as the MSCA 6 Hour Regularity Relay. It has around 185hp at the wheels but David reports that it is very driveable. Interestingly David gets it around Mallala in about 1:24, which is about the same as a well driven road-going Elise. The Elan is always immaculately appointed, although entry and exit can be a bit of a challenge. David also has an almost identically liveried S4 as a road car, which is a regular at our monthly runs.

The second car on display is David's most recent acquisition, being a replica Lotus 23B, based on a New Zealand kit, and powered by an alloy blocked twin cam, mated to a Renault 5 speed box in lieu of the traditional Hewland. According to David, the process started when he bought an alloy block

in the US that was configured for dry sump, only to find that it didn't really suit either the Elan or a Europa that he was "rescuing". Casting around for a home for the block, he hit upon Leitch Motorsport in New Zealand who do highly accurate Brabham BT21 replicas, a Lotus 7 replica, and a Lotus 23B replica. The plan was hatched to mate a 23B replica with the block. With the help of the Umlauf family in the Adelaide Hills, the chassis was adapted for the Renault gearbox, and a number of other "enhancements" like deconflicting the steering wheel and brake pedal were implemented. The base kit also needed some bodywork mods to ensure wheels cleared guards. The result, in non-original but iconic Gulf Racing livery, is a credit to the builders and David's vision, and simply a joy to drive on the one outing so far. It's got plenty of grunt from the Graham Umlauf built engine, and will now go through a sorting process before being given some competitive outings in David's hands. Somewhere in the process, David even remembered to tell his long suffering wife Carole what he was up to.

If you like the idea of a 23B, but don't want to go through the pain, there is a very nice one with a bit more history for sale in California for a mere USD $105,000. Check out Racecarsdirect.com - 1963 Lotus 23B



Two generations of Exige at Uraidla - Photo courtesy Andrew Stevens

August Lotus Run

The 1st Sunday in August dawned with sunshine and blue sky. While Alice's King may have proscribed "Off with his head !", for me it was "Off with the roof", and the first day of top down motoring in recent months. Alas, about half way to the meeting spot at the Sikh Centre of SA, and the clouds and rain belt caught up with me, and the roof was put back into use. There was a good turnout for the run at the Sikh Centre, with a few old irregulars showing up to join in the conversation. A very circuitous route to the General Bakery in Uraidla was selected and directions given, with strict instructions to keep an eye on the car behind. With a detour through Bridgwater (famous for the Bridgewater Mill and Petaluma Wines), Verdun, then onto Greenhill Rd at Balhannah, it was a fairly gentle drive to our destination at Uraidla for morning tea. We somehow timed it just right between the breakfast crown and the lunch rush.

So our next run is Father's Day, the first run of spring, with blossom and new growth returning to our favourite routes. Here's to warmer weather, sunshine, and being able to leave the roof off.

Safe motoring
Andrew Stevens

0448 456 605



Lotus parking lot at the July run to Uraidla – Photo courtesy Andrew Stevens>

Australia loses one of its great Elan racing drivers with the recent death of Neil Allen



Glyn Scott - Lotus 23B's & Fred Gibson , Neil Allen - Lotus Elan's - Catalina Park Katoomba 1966. - Photographer Lance J Ruting

Australia has lost one of its great Lotus Elan racing drivers with the recent death of Neil Allen. Neil along with Fred Gibson thrilled the crowds at Catalina park, Warwick farm, Amaroo and Oran park during the 60's.

Neil started racing in the early 60's with a sprint race at Castlereagh Airstrip in an early Healey, the moved to an E type Jaguar but he really started getting serious when he purchased a lightweight Lotus Elan from Fred Gibson. Neil and Fred developed a very close friendship and Neil recalls "Fred and I were close; we developed a real trust for each other's driving so we were able to have come very close races. So famous were their dices, that fans used to travel to race meetings simply to see them compete.

In the 1970's Allen put together a team run by Peter Molloy for the Tasman series and started winning some races in the series. In-fact his efforts saw him finish third in the 1971 Tasman Series.

"They were a good couple of years," said Allen.

"We worked hard getting the car up to a real stage of performance, it was very satisfying.

"I enjoyed winning the Tasman round at Sandown in 1970; we also won the New Zealand Grand Prix and races at Teratonga and Pukekohe in 1971 where I beat Frank (Matich), who was the man to beat."



Neil set a Bathurst lap record time of 2 09.7s in 1970 driving a McLaren M10 B F5000

However, while all this was going on, Neil almost accidentally created the thing he is most remembered for, a lap record that lasted for over 30 years. Driving a MclarenM10-B Chevrolet F5000, he lapped the Bathurst circuit at 2:0.7, an unbelievable feat at the time.

"The problem with Bathurst back then was that it was very bumpy, quite different to what it is like now.

"Doing 300 kilometres an hour down the straight was heart in your mouth stuff.

"The McLaren was very fast, it was a very good car, but it shook a lot, vibrating would be a better word.

"The car would take off; it was just a matter of managing the vibrations and the torque.

"There were a couple of times during that lap that I

managed to get it a bit sideways, the temptation is to take the foot off the throttle, but if you do that you're nowhere."



"I wasn't shocked by the time as I was really concentrating.
"I got the car working properly and the time was very satisfying but I think I could have gone faster."
Even though the track was lengthened slightly for the World Touring Car championship race in 1987, the biggest surprise about that lap record was that it lasted so long.
"I was surprised in a way," said Allen.
"They changed the straight making is slightly longer, but the surface progressively became so much better, it was becoming quite a faster track.
"I certainly expected it (The lap record) would go a lot earlier than it did."
Allen actually still holds the lap record on the original 6.172-kilometre circuit. When 'the Chase' was added in 1987 it made racing down Conrod towards Murray's corner a lot safer.
"We were aware of the dangers given how Bathurst was at that time," said Allen.
"They made the right decision to create 'the Chase', it is much safer today.
"The cars are much safer also; it means there isn't as much seat of the pants stuff.
"The changes they've made over the years have made the place a lot safer, it's a very different place now compared to when I drove there."
In his following racing career there were legendary duels in the ex Frank Matich Traco Oldsmobile V8 with Pete Geoghegan in his Ford Mustang. Amongst all the cars he drove he remembered the ex-Piers Courage McLaren F4a Ford most fondly. He described it as a beautifully balanced car.
Neil passed away on the 6th August in Sydney after a battle with dementia aged 80.



Niel Allen's Elfin 400 Chev 'BB662' leads Frank Matich's hi-winged Matich SR4 Repco and Bevan Gibson's ill-fated Elfin 400 Repco, Easter Bathurst 1969

Earlier reference was made to his old Lotus sparring partner. Fred Gibson.
Fred spends a lot of time these days helping former rival and good mate Allan Moffat.
As Moffat battles dementia, Gibson is one of the key people who remain in his corner during these difficult times.
The former top racer and champion team owner is assisting Moffat as the Canadian expat now faces his days confined to a nursing home in Melbourne.

Shannons Sydney Classic

With thanks to Gino Valdes for the photos

















Classic Team Lotus has managed a huge coup, getting together all of the Lotus 72, F1 Grand Prix cars in the one place for a day only



Australian motorsport news pioneer dies at 87



One of the pioneers of Australian motorsport journalism, Max Stahl died recently on the NSW North Coast at the age of 87.

In recent years, Stahl has battled illness and passed away on July 21st after suffering a stroke earlier in the week.

Max was born in Newcastle in 1935 and lived his final years in Scone.

For nearly 23 years (1960s to the 1980s), Stahl was the editor of one of Australia's most famous racing magazines ***Racing Car News***, which became the bible of the sport in Australia

Stahl had a small advertising agency in Sydney during the fifties and was also a racing competitor during this time.

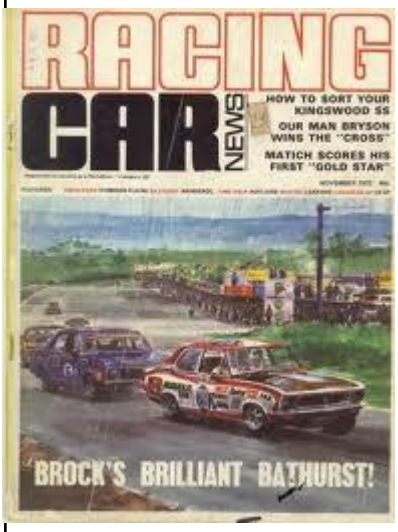
He bought a former Brian Muir 48-215 Holden and raced alongside the likes of Barry Seton, Spencer Martin, John Hall and Warren Weldon.

"I have raced at Warwick Farm, Oran Park, Catalina Park, Sandown, Lakeside and more.

"Notoriety came on my first visit to Catalina (Katoomba) Park in 1963 because I stuck it in a fence and flipped over.

"After I crashed the car, Norm Beachy came up to me, put his arm around my shoulder and said, 'Don't worry, Maxi. Just remember that if you can't win, be nice to the public."

"This car gave me a certain amount of fame and notoriety,"



He also was very keen on rallying and entered the 1967 New Caledonia Rally in a Volvo 122S with John Keran.

The pair ended up winning the event and became the first Australian team to win an international rally, a feat which he continued to be fiercely proud of.

What set Stahl on his path in the publishing world was when he decided to sell his ad agency while he was working on Devonshire Street in Sydney.

"After I sold, Peter Tildsley, who published the first Hot Rod magazine, asked me if I would like to become its editor," Stahl said.

"I thought, 'Yeah, that sounds pretty fun,' so I did that for the first two issues.

"There was a company in the same building called Photo Digest that did race car news, and this magazine was started on my initiative because there was a newspaper called Australian Automotive News that published the day's events in motorsports, and it ceased operations in 1961.

"So I said to George Reed 'You'd better start a motorsports magazine to take the place of Motoring News.' He did it, and it went on for two or three years,

after which he asked me if I would like to become an editor (Racing Car News).
"I took it and ended up staying for 23 years.
In the sixties and seventies, Stahl constantly covered the exploits of Australians abroad.
During the Tasman series in the 1960s, when he became mates with some of the great names in international motorsport including Graham Hill, Jackie Stewart, Jim Clark and Bruce McLaren.



Max had this photo of his racing days on this office wall at RCN. It shows himself in the thick of things in 1963. Bo Seton out in front from Spencer Martin, Max and Bruce McPhee way too wide in Paddock Bend.

He was a regular guest at their parties and popular water skiing competitions. Ray Bell, a long time contributor to RCN recalls Clark gave Max his Firestone overalls in which he won the 1965 Indianapolis 500 (which were sadly later stolen).
Stahl suffered a heart attack in 1982 and retired, but three years later he was hired by the syndicate to spearhead the reincarnation of ***Racing Car News***. However, its day had passed and it closed for the second time after 6 months and Stahl retired to the Central Coast of New South Wales.
He retained a strong interest in the sport until recently, and was regularly contacted by researchers, compiling books or articles.
Legendary Australian motorsports driver Colin Bond also paid tribute to the news veteran and fellow racing driver.

"Max was the first true professional editor of a motorsports magazine in Australia.
"When he took over ***Racing Car News***, it became the bible of motorsport reporting for decades.
"We still have a stack of Racing Car News magazines and they are a great reference because you know what's in them is accurate," Bond said.

Stahl is survived by his second wife, Christina, nearly 30, his three children Mandy, Vicki-Anne and Michael, who followed their father into journalism, nine grandchildren and two great-grandchildren.

CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS)

50th Anniversary of our club (Club Lotus Australia) We will be gathering at the Fairmont Resort in the NSW Blue Mountains in 2023 from Friday June 23rd to Sunday June 35th. This is a fabulous destination of world class standards and the Club has secured a very attractive rate from the resort. No final details, just put in in your Diaries for next year. Full details in the coming months and we will be asking for expressions of interest and a modest deposit probably near to October this year.

One of the organising committee, Brian Caldersmith is assembling a vast collection of photos from the early days and would love to add to his collection. **So, a special appeal especially to members in the 70's, 80.s and 90's for any photos of cars or people enjoying their Lotus. If you could scan them, that would be great and then send them to Brian at briantc@bigpond.com**.
If you have photos but no ability to scan the please contact me t.devitt@bigpond.com and we will work something out.. Finally, if you know any old members who have dropped out of the Club, could you please tell them about this event and assure them we would love to have them join us



A couple more shots of the Shannons Sydney Classic. this time from Richard Jones Featuring the Lotus Display





Answer to last months "Now who Said That?"



Last months quote was

"At no time did we exceed 175 mph."

Harley Boggis was the winner by a couple of minutes from Evan Jones with the correct answer of Dan Gurney. Harley added "*He was driving a Ferrari Daytona and knew that the tyres would not be up to any sustained high speed."*

After winning the Cannonball Run in 1971, co-driving with event founder Brock Yates in a Ferrari Daytona that crossed the country in 35 hours and 54 minutes, Gurney reassured those concerned about the safety of the event, which took place on public roads, with one of the greatest quotes ever uttered in the automotive kingdom: "At no time did we exceed 175 *mph*."



Dan and Brock with their Ferrari Daytona

Now, Who said that

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



This months quote is

"I'd give the Lotus Super sevens a run for their money which was hard for an E type"

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. Th make it a bit easier he was an Australian racing driver who passed away recently

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
Sep-22				
	Saturday, September 10, 2022	Sat and Sun HSRCA Race Meeting	8.00am	Wakefield (CHECK BEFORE GOING)
	Sunday, September 11, 2022	All Britisk Day at Kings	8.30am	**CANCELLED**
	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	Gough Whitlam Park Blakehurst
Oct-22				
	1/10/22=7/10/22	National Meeting	8.00am	Tasmania
	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	Gough Whitlam Park Blakehurst
Dec-22				
	Saturday, December 3, 2022	Sat Sun HSRCA Summer festival	8.00am	SMSP
	Sunday, December 10, 2000	CLA AGM and Christmas Party	11.00am	Hydro Majestic Meadlow Bath



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.







FOR SALE

Lotus Elan Manual Genuine Lotus Items

Lotus Elan Workshop Manual Part No 26T327 – Suitable for Series 1 and 2 Elans

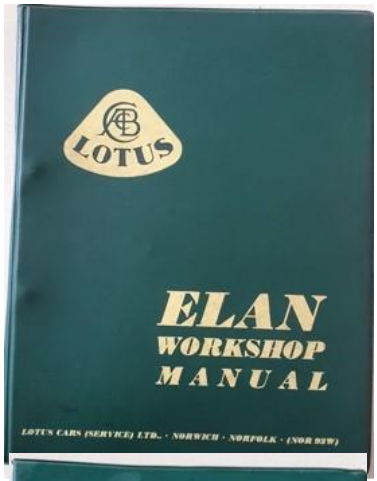
$150.00

Lotus Elan Worships Manual Part No X036 T 0327Z – Suitable for all Elan Series including S4

$200.00

Lotus Elan + 2 Services Parts List Part No X036T0325H – Suitable for all Elan +2 including the Big Value 5 speed model (S130)

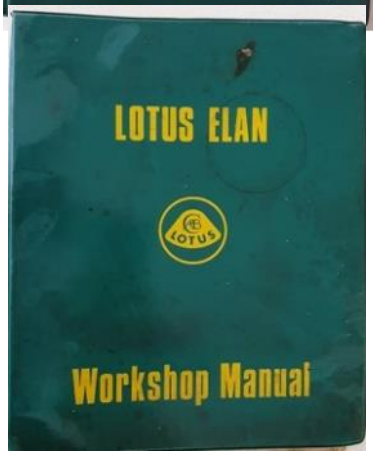
$150.00





Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

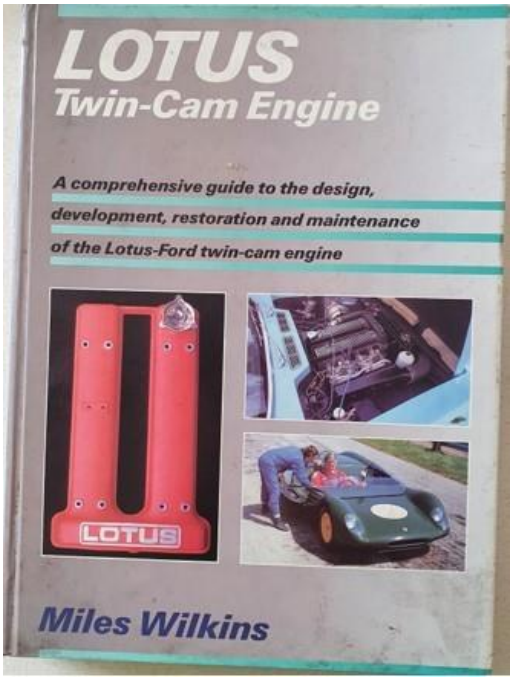
I have more pictures available, contact me if you are interested.

I also have a Ford 120E Block with Sump, original 81mm bore, this would suit a rebuilt of an original Cosworth Ford Motor for a Super 7.

Pictures are available.

Please contact Mike Ryves on 0407226753 or email mike.ryves@bigpond.com"

I would real like these Items to go to a good home!



FOR SALE: SINGLE YOKOHAMA TYRE TO SUIT LOTUS ELISE

Club member Michael has a single Yokohama Advan Neova AD07 available for sale at a discounted price.

The item was taken off a 2011 Lotus Elise and is a Yokohama 225/45R17 91W semi-slick tyre with good tread, but some dirt on it from the storage facility.

Pick-up only from Dural, NSW. Asking $50.

Michael Rebiffe
<michaelr@iqgecko.com.au>





FOR SALE

Type 28 1964 Lotus Cortina Works Car



This 1964 Type 28 Lotus Cortina Works Car is one of only three which came to Australia in 1964. It has been fully restored to original specifications, and is offered in immaculate condition.

There were 97 factory works Lotus Cortina's produced. The factory sent them out in batches of three cars. We understand Jim Clarke received three, Alan Mann Racing bought three and others were bought and sent to well known racing teams throughout the UK, Europe and Australia.

Delivered into Australia, the car was purchased new from the Lotus factory by Leo Geoghegan, who was the Lotus dealer in Australia at the time. The Geoghegans went on to race it under the Total Petroleum banner from 1964. Its race career ended in the late 1960s.







It spent 26 years being restored by a Lotus expert before it was sold to the current owner in 2014 to form an important part of a collection of cars. It has been maintained in immaculate, original condition since then.



It holds New South Wales historic conditional registration.

This car was classified as a race car before roll bars became mandatory, and thus benefits from a cleaner cabin. Call Trevor Simpson (0413809803)



FOR SALE

1968 Series 2 Lotus Super Seven.. a time capsule

Third owner for last 40 years advises genuine odometer reading of 15,000 miles. Car has been driven once a year and dry stored. Known history with the Australia Lotus Seven register. The car is complete and running, but not registered. Located in regional Victoria.

For further information contact **webadmin@lotusclubvic.com.au**







FOR SALE 2010 LOTUS ELISE CLUB RACER

The Elise was purchased new and is one of only 10 Special Edition Elise Club Racers brought into Australia. It has only travelled 32,192km and is in excellent condition. It has never been raced and has been meticulously maintained. A full log book history and details of services and maintenance since new will accompany the car.
It is Carbon Grey in colour and features 'CR' badging. The wheels are lightweight anthracite anodised six -spoke alloys.
The sports seats are clad with lightweight microfibre "comfort pads" that provide extra bolstering but keep the body-coloured seat shell partly exposed. The seat headrest also has a hand-embroidered Club Racer (CR) logo.
Other interior features include an anthracite anodised gear knob and handbrake sleeve, a 320mm diameter leather-clad steering wheel with an on-centre marker, and unique anodised aluminium flooring in the footwells.
The Elise weighs 860kg with the 1.8-litre Toyota 100kW/172Nm engine and 5 speed gearbox. It features a sports exhaust system, front splitter and interior fire extinguisher and bracket kit fitted by Simply Sports Cars.
The vehicle is fitted with the factory hardtop and also has the soft top option. The Ozishield Lotus Elise Extended Protection Film Kit is also fitted. The car will be sold with a Covercraft Weathershield HP Fabric full car cover.
Genuine buyers only please. The vehicle is located in Charters Towers, North Qld. $48,000
Christopher 0412 150 717.







