JULY 2023

# Chunky's Chatter



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




## Inside this issue

50th Anniversary Edition.

# June 2023

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

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

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

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**COVER.** *The huge lotus badge on the new Lotus Eletre.*

**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 no longer able to meet at the Sikh centre. Keep an eye on your emails for new meeting place.

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

**Esprits & M100 Elan's Geoff Winder** 0416 866 644, winder@mac.com

# Presidents Prattle
## With Ashton Roskill



Well happy hump month all,

There really is only one thing to talk about, and that was the party of the year over the weekend of 23-25th June celebrating Lotus's 75th and Club Lotus's 50thA Anniversaries. What a blast it was!

Huge thanks to the organising committee, and in particular Mel for basically making it all happen, Brian and Tom for prompting the action in the first place, and Graham for being the master MC for the night.
Thanks too to William Taylor for traipsing over from the UK (with Olivia) to provide us some insights into the integrated approach Geely is taking to the historic connection, Mike and Gene Bennett for bringing the Lotus 12 up from Adelaide and providing us with some fascinating insights into the Derek Jolly archives, and Richard and Angela Gibbs for bringing the Eletre and Emira, and for providing us some insight into the future.
A fabulous weekend, with sunshine (and yes, maybe it was a little chilly sometimes with no roof on the Elan) and awesome company.
Big thanks to Seth for his photos of the event, which as ever capture the essence of the time we spent with old friends and new. Thank you all. And anyone else I have left out accidentally.

So, now we move on to the second half of the year, and for those who need reminding, I am based in the UK for the next three months, so in effect am acting as your roving reporter!

For the NSW contingent the stuff that needs your support locally is as follows:
**July 16th** - in a change of scene, Tyre Kick and Coffee is at Evalence in Hornsby - Charlie Frew has kindly agreed to get the coffee machine and BBQ going so please make sure to support him - address is Unit 13/12 Cecil Road, Hornsby, NSW 2077 from 9am

**August 19th** - the CLA round of the CSCA sprints, at SMSP - we need lots of help marshalling, and plenty of entries! If you can help with either, please get in touch with Craig and Cathy Sheppard who are kindly running the event for us - contact through motorsport@clublotus.com.au

**20th August** - the Shannon's Classic - this year celebrating 75 years of Lotus, so please support this great event - tickets from Evan Jones on evanj@optusnet.com.au

**17th September** - All British Day - back after an extended absence, this iconic event is not to be missed, and I suspect will be bigger than ever this year. Tickets from Evan, and please bring your picnic and shiniest car!

So that's the plan for NSW; elsewhere, the Tasmanian crew continue to enjoy the Sandy Bay gatherings, the WA crew have their EMR programme back up and running, and the ACT contingent continue to enjoy trips to wineries on a regular basis - thank you to you all for continuing the traditions for enjoying our cars and each others company.

And in next months PP you can expect to hear about Festival of Speed, and some insight into other events being shoe-horned into the diary (Beaulieu Autojumble, Goodwood Revival, an open day at Type 14 Components, and hopefully a visit to CTL and Lotus sometime in late September).

In the meantime, please keep safe, upright and mostly on the blackstuff,

Pip pip

Ashton

# From The Editor
# Tom Devitt



Firstly my apologies for the late arrival of this months Chunky's Chatter. I was very involved with the 50th Anniversary Celebrations which seemed to take all my time and then not long after returning home my wife's lovely mother Helen became very ill. After a brief illness she passed away and we buried her on the 11th of this month.

Hopefully everyone will remain OK so I can get this issue out! Well, the hard work eventually paid off with our 50tb birthday celebrations in Leura towards the end of last month. It was a real buzz for me to catch up with so many members new and old and especially reminisce over past times. Many thanks to everyone who turned an especially to Mike Bennett for bringing his immaculate Lotus 12 all the way from SA. Additional thanks to Simply Sports cars for bringing the Lotus Eletre, the first Lotus electric vehicle, Although I must say that the size of the vehicle surprised me (occupying a space that at least four Type Twelves could fit in and to keep it all in proportion, the Lotus badge on the nose of the car is now huge.



***The soon to be released Lotus Eletre at Leura.***

Two reminders from our VP Evan Jones. Firstly for EOI's for 15 tickets he has for this year's SSC to be held Sunday 20th August (the next day after our Supersprint). EOI's are to be made to Evan directly via email nominating the Lotus they want to display, and their address so I can send them their ticket. They must arrive before 9am and be prepared to stay until at least 2pm. And must be committed.

(evanj@optusnet.com.au)

And secondly the CMC web magazine https://www.councilofmotorclubs.org.au/images/preserve/June-2023.pdf

There is some relevant documentation and links for those with historic vehicles they may find useful.

Finally after a very long time, South Australian members can no longer meet at the Sikh centre carpark, a decision which has saddened many members. Keep a lookout for the new meeting place in your emails.

That's about it from me (I have a feeling this is the biggest issue ever!!)

See you in August.

Tom

# CLA Member Peter Eppel recently went on a world motor racing tour. He sends this brief report from Solitude west of Stuttgart



Having collected our Porsche 911 Carrera S, JR and I headed west out of Stuttgart in search of the historic Solitude GP Circuit, as tipped off by Wayne that you can still drive around.

First stop was the Schloss Solitude and then used our wits to find the circuit. We each did a couple of laps. Below link shows what a lap looks like as driven in a Porsche 908 at the 2015 Revival.

https://youtu.be/klptXsXwCjI

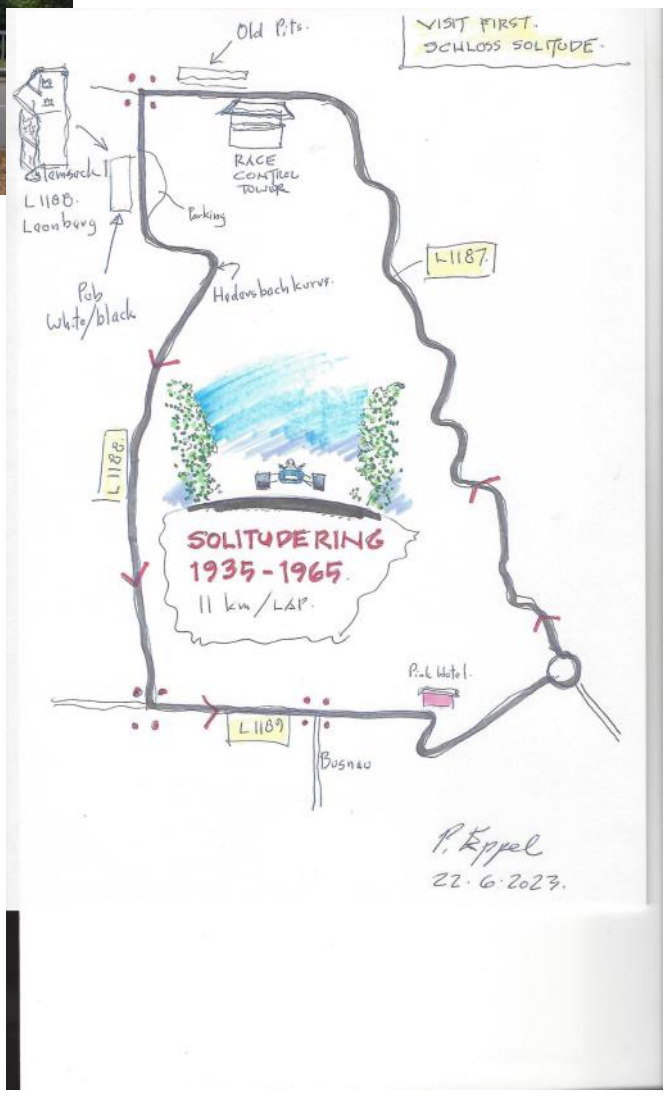



Definitely one of the highlights.

Peter Eppel

We being citizens had to use only our side of the road and stop at traffic lights but you get the picture. Sobering to think that in 1965 Jim Clark **averaged 120mph** around there.

Having found it, I got up early next day and drew a map for Andre for his Porsche day out.



# Historic and Conditional Registration.

ALL Historic or Conditional Registration renewals MUST include the following colour photos of the car:

Front three quarter

Rear three quarter

Engine

Interior

Without these photos The Club (will not) process the renewal as there no verification of the vehicle's description. Transport is actively auditing clubs and are not even slightly negotiable

# SA Lotus Torque

**An occasional contribution from our SA correspondent.**

**Words and Pictures by Andrew Stevens**

Well folks, its been a wet and windy start to winter in Adelaide, but our last two runs have avoided the worst of the weather. We had a big turnout for the June meetup at the Sikh Centre of SA, but with inclement weather on its way, some decided not to risk the run out to the picturesque Eden Valley village of Mount Pleasant.



*David Giles Europa and David Hopper's 240 Cup Exige are green with envy: Courtesy Andrew Stevens>*

As it turned out the caution wasn't warranted and the group that made the trip out North had a relaxing morning tea in the warmth of Liddell's Bakery. I blotted my copybook by arriving late, to the chagrin of those who'd arrived early in response to my email prompting, before leading the charge through Crafers, Piccadily, Summertown, Uraidla, sweeping across the valley and the climb into Lobethal, before the open roads towards Mt Torrens, where we encountered the road closures for a cycling event, and then the blast to our destination at Mount Pleasant. It was a wonder-




*Graeme Haines Emira at Macclesfield General Store*




*Juris' Exige and Julian's S1 "Elsie" joined us at the Sikh Centre carpark: Courtesy Andrew Stevens*

ful drive, with a well-behaved group. Tony Heard tried to keep up in his Morgan, and Ken Savage joined in his Elise before diverting to Tailem Bend to join his clubbie mates for the track day. While we had fine if chilly conditions for the rest of the day, Ken and his mates experienced a day of heavy rain which can be rather fun, if uncomfortable, in a clubbie. Ken sent through plenty of photos of wet Lotuses hiding in garages.

Our July run was also well attended, with a good variety of cars in attendance. This time, our destination was historic Macclesfield and the General Store in the main street with their offerings of breakfast rolls, baked goods and the essential coffees. It had been fine and sunny as I left the beachside, but as I headed across the South Rd Superway, the bank of cloud shrouding the hills was evident. Our drive through the hills was misty with damp roads, but it is always an enjoyable trip once clear of the perpetual bridge works at Mylor, and the rain held off. We arrived to find Macclesfield unusually busy, with both pubs bustling, a cycling event, and some sort of social get together filling the main street. The General Store still set up a table for our congregation, as Juris complained that he was going to have to clean his car again when he got home. As we arrived, we were surprised to encounter new Emira owner Graeme Haines and his mate about to leave, having beaten us to the General Store coffee. Geoff has only had his shining blue example car for 2 weeks but has already racked up plenty of k's through the Adelaide Hills and surrounds. Rumours have a twin arriving in August, but the identity of the new owner will be kept under wraps until then.

Our August get together is on Sunday 6th of August. We meet at the back of the Sikh Centre of SA carpark at the bottom end of the South Eastern Freeway at 9:00 on the 1st Sunday of each month.

# Sandy Bay Hobart Tasmania July meeting

## Words and photos thanks to Robert Verhey

Our friends in Tasmania get together most months at Sandy Bay to kick tyres and chat about life, Lotus and everything. Robert Verhey made it to July's meeting, and very kindly reached out with a few photos that you can enjoy below.




Hobart turned on a beautiful sunny winter's day for the monthly Sandy Bay meet on Sunday 2 July, and Lotus were well represented, with a particularly fine and very special spec Eclat 2.2 in attendance. Also a beautiful yellow Esprit and green Elan M100 S2 recently arrived from the mainland, now domicile in Tasmania, bringing the tally to two (known) examples of this model south of Bass Strait.




From here the days get longer, the weather warmer, and we look forward to even more Lotus vehicles coming out of the woodwork in the latter half of the year. The next catch-up on the shore of Sandy Bay will be on August the 6th.











# 50 YEARS AGO THIS MONTH A SMALL GROUP OF A LOTUS OWNERS SAT DOWN TO CREATE CLUB LOTUS AUSTREALIA. THE MINUTES OF THIS MEETING WERE RECORDED AND WITH THANKS TO BRIAN CALDERSMITH ARE REPRODUCED ON THE FOLLOWING PAGES

16th July, I973.

CLUB LOTUS AUSTRALIA

MEETING OF MANAGEMENT COMMITTEE

ATTENDANCE: R. Nissen
D. Levy
S. Bates
P. Collins (Technical Committee).

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1. NEWSLETTER

It was proposed that the following items be considered for the Newsletter

1.1 Details of Camden tour of Air Museum - 29.7.73.

Meet at Crossroads 10.30 a.m. - depart for Camden at 11.00 a.m. Meet at Air Museum - inspection - Barbecue/Picnic. Free.

1.2 Committees.

The following Committees have been formed:

1.21 Finance - Richard Nissen
1.22 Membership - David Levy
1.23 Technical - Paul Collins
1.24 Social - Bruce Tandy & Bill Wade.
1.25 Parts - Roger Graff

The above people will form committees in their own right and report to the Management Committee.

1.3 Next General Meeting.

1.31 On the 1st. August, I973 at 7.45 p.m. at the North Sydney Anzac Memorial Club, corner of Miller & Ernest Streets, North Sydney. Park in area off Miller Street and go to left end of building through the bowling greens.

1.4 Annual Fees.

The distribution of these fees is to be as follows:

| | | |
|---|---|---|
| 1.41 | C.A.M.S, Affiliation | $1.00 |
| 1.42 | Newsletter | $1.20 |
| 1.43 | Fee | $2.80 |

Sixty application forms have been sent out, but only twenty have been returned - please forward as soon as possible.

1.5 Membership

It was proposed that Membership would be applied as follows:

1.51 Owners and past owners of Lotus' automatically eligible for Membership.

1.52 All other at the discretion of the Management Committee.

1.6 The Offical name of the Club is:

CLUB LOTUS AUSTRALIA

C/- David Levy,
Secretary,
69 Woolooware Road,
CRONULLA. 2230.

Bank Account - Commercial Bank of Australia,
Eastwood Branch.

Treasurer - Richard Nissen.

1.7 Constitution to be formalized when Membership reaches right number, to conform to C.A.M.S. Conditions of Affiliation.

2. FINANCE - Richard Nissen

Richard races an Elan very well and could have done with some assistance at the Farm last Sunday. If you would like to push, polish or pat on head, Richard would be happy to hear from you.

2.1 Increase of Income

The following was proposed:

2.11 A donation of 20¢ per person would be asked for supper at General Meetings.

2.12 Parts provided by the Club from foreign sources would be charged at cost plus 5% for increasing stock.

2.13 Parts ordered to be pre-paid.

2.2 A bank account has been started at the C.B.C. - Eastwood Branch.

Signatories to be Richard Nissen and either one of David Levy or Spencer Bates.

2.3 David Levy to be reimbursed the amount of $13.00 for expenses to date.

2.4 Letter Heads

An amount of $20.00 to be paid to printers for Lotus badge block.

3. MEMBERSHIP - David Levy.

Membership at this date is twenty three.

They are:

| | | |
|---|---|---|
| Spencer Bates | - | Elite |
| Brendon Bonnar | | Elan S3 Se |
| Brian Caldersmith | | Elite 1500 |
| Denis Callahan | | Elan S3 SE |
| Paul Collins | | Elite |
| Allan Cruikshank | | Elite & 23 |
| Roger Graft | | Europa S2 |
| Ian Hamilton | | Elan S1 |
| Graham Howard | | Mk.6 Mk.9 Mk.12 |
| Dr. M. Jones | | Super 7 & Cortina Mk.11 |
| Mike Kilroy | | Elan |
| Phillip Levy | | |
| Malcolm Lyons | | |
| Ron Matheson | | Europa |
| Bill Mintorn | | Elan S4 SE |
| Richard Nissen | | ELAN |
| Adrien Schagen | | Elite & Eleven |
| Peter Simms | | Cortina & Europa |
| N.J. Smith | | Elan +2 |
| Bruce Tandy | | Elan type 36 |
| Alfred Tanti | | Europa S11 |
| Bill Wade | | |
| G. Trawnitschek | | Europa S11 |

4. EDITORIAL AND PUBLIC RELATIONS - Graham Howard.

Graham will look after our Newsletter and image and we couldn't imagine a better bloke for the job. Any news items you have should be passed on to Graham.

5. SOCIAL

Bruce Tandy and Bill Wade will look after the social side and presumably at this stage arrange movies and talks for the General Meeting.

Paul Collins will speak to Peter Collins and AARC Secretary, Geoff Sykes to help arrange films.

Paul will also help obtain speakers for the Meetings.

6. AFFILIATIONS AND AFFILIATES

6.1 Club Lotus U.K. - Paul Collins to arrange for

Peter Collins to contact Peter Windsor of Autosport for advice and addresses.

6.2 C.A.M.S. to be effected with constitution on reaching minimum membership.

6.3 Club Lotus U.S.A. - Letter to be sent suggesting affiliation.

7. TECHNICAL

Paul Collins of racing fame has agreed to act as Technical Adviser and would be happy to answer questions on motors, suspensions etc. Paul has worked for David McKay, Neil Allen, the Geoghegans and Pat Burke on Climax, twin cams suspensions - you name it!

It would be appreciated if you could set out your query on paper so that the question and answer can be recorded and distributed to all.

8. SPARE PARTS

Roger Graf has undertaken to look after the import of parts and will be a great assistance in keeping these problems as small as possible. Roger is in the export/import business and his expertise will be greatly appreciated by the Members.

9. GENERALLY

9.1 Foolscap envelopes with Club Lotus Australia to be prepared - $26.99 for 1,000.

9.2 Club licence cards to be organised by Richard Nissen.

9.3 Club cards to be organised by David Levy.

9.4 Cards and applications forms to be provided to Richard Nissen.

9.5 David Levy to write letter of thanks etc. to Mr. & Mrs. Stewart for putting up with us at the last meeting.



# WE WANT YOU!

## We need you, Saturday August19th!

The Club Lotus Australia hosted round of the CSCA Supersprint series at Sydney Motorsport Park is now only 5 weeks away, and the club is looking for volunteers to assist on the day.

This event is one of the most highly anticipated events on the Lotus motorsport calendar, and the organisers are excited to make it a memorable experience for competitors and volunteers alike.

Volunteers are needed for flag marshalling and other tasks on the day. This year we have to operate 11 flag points, which means 22 volunteers on the flag points alone. If you have never been on a flag point before don't worry, full training will be provided on the day prior to the event as well as a cheat-sheet to help you on the day, and it's an exciting day! Flags and 2-way radios will be issued during this training. Lunch and refreshments will be provided and there are toilets all around the circuit so all your comforts will be taken care of.

If you are competing and have a wife, husband, partner or offspring (over 16 years old) who is not competing then please consider asking them to volunteer to be a 'flaggie", no requirements save clothing wrist and ankle covered (it's going to be the end of winter so that should be no problem). There is nothing more exciting than being at a flag point and watching the agonizing look on the drivers faces as they go past you!!

If you'd like to assist with this event, please contact event secretary Craig Sheppard on 0410 543 138 or send an e-mail to motorsports@clublotus.com.au. We really need your help!

# Club Lotus Australia 1973 to 2023. By Marc Schagen.

## Marc remembers some of the famous names and characters throughout the history of our club

As the Club has reached 50 years of age, I thought it appropriate to honour our earlier members who formed the club. Many friendships were formed and many hours spent restoring and maintaining cars over the years. Some of those people are no longer with us and I would like to think they will not be forgotten. A brief summary follows which is in no particular order.

Spencer Bates, a founding member and secretary for many years, was a very active member in CLA and was later involved in historic racing. He owned an Elite, Elan Plus 2, and a 22 open wheeler which was owned originally by Jo Siffert. He passed in 2009. He had Paul Collins from Hornsby maintain his cars and race them as well. Paul, (also a club member), whose brother Peter, owned the Formula one Lotus Team in the 1990's also passed away many years ago.

David Levy, whose idea it was to start the club was active in the early years and owned a couple of Elans. He later became more involved in Ferraris, owning several of them as well as a Lamborghini.

Terry O'Neill was the owner of GS Motor bodies in Carlton and was responsible for repairing many damaged Lotuses during the 1970's and 80's as well as selling parts. He was active in the club and the newsletters often had articles written by him with advice on repairing and maintaining our cars.

Barry Duckworth was a larger-than-life member who often could be heard heckling from the rear of the room at monthly meetings after consuming a few ales. He also ran a fibreglass repair business in the south of Sydney which kept many Lotus cars on the road. He had Elans, a Plus two an Esprit and a series three seven which was his favourite. He owned it twice and still had it when he passed away.

Phil Rose, formerly from Harbord NSW moved to the South Coast town of Narooma in the 1990's. He owned an Elan S2 since 1974, a replica Lotus Cortina and a couple of Europa's. He was a very early member and remained so till his passing in 2021. He raced an Elfin Streamliner for some years as well as running the Elan and Cortina in club events. I knew him quite well in the 1970's as I walked past his house every day on my way to the beach.

Adrien Schagen, a founding member and early registrar. He was best known for his stunning restorations of two Lotus Elevens and a seven which started out life as an Eleven. He owned an Elite from new in 1961 which was purchased from then agent, Derek Jolly. He also restored Fred Vogel's Lotus 23B and Paul Samuel's Lotus 15 for them. He passed away in 2013. He was a life member.

John Sexton joined the club in the 1990's and was Lotus seven Registrar for many years due to his enthusiasm for the model. He owned and raced one in the 1960's and bought the ex-Syd Howard series 2 seven in 1987 and restored it to a high standard. He passed away in 2010. His wife, Melinda was editor of our club magazine for some years and still retains the seven.

Bill Wade was also a very early member, joining in 1973, He lived in Sydney's southern suburbs and owned and restored an Elan S4 and a super seven and a Formula Junior Lotus 20. All cars were kept in immaculate order in his shed and never driven in the rain. The Elan and the seven both won several concours prizes over the years. In the early days, he had a GT500 Cortina which was run at club events. He passed away in 2022.

Sid Hayes owned and restored a series 4 Elan. He was a very active member for many years and died suddenly some years ago.

Graham Howard was a very well-known character, and also a founding member. He was editor and president as well as owning several cars: He had the Lotus 6, 9, 12 and also a 15. (the 12 came into Australia as a "Sabacat" to avoid duties). He was a talented motoring writer and I remember him as a very knowledgeable man with a great memory and a dry sense of humour.

John Dawson-Damer who we lost in 1999 in a tragic accident at Goodwood was our club patron for many years. He had an impressive collection of Lotus Formula one cars as well as an Elite and Eleven. He would invite the club to his property each year to look at the collection and enjoy a barbeque on the grounds. He was never too busy to support the club over the years.

Owen Wuillemin was a school teacher, as many early members were. His specialty was engine rebuilding and car modification. His Elan solid driveshaft conversion was adopted by many members at the time as I remember. He owned an Elan, TC Escort as well as a gaggle of Peugeots. We lost him in the early 2000's. He is survived by his son, Adrian who carries on the tradition.

Fred Vogel was a member in the 1980's and owned an Eleven and the ex-Geoghegan Lotus 23B amongst other interesting cars. He owned several motoring bookshops in Sydney over the years and was a good friend to the club. He seemed to know everyone and was a very likeable fellow.

Paul Samuels joined in the 1980's after purchasing the ex-Frank Matich Lotus 15. He also had an Eleven and was a keen historic racer. He owned car dealerships but was probably best known for building Wakefield Park race circuit near Goulburn. He passed away in 2012.

Don Black from Sydney was a historic racer who ran a 23 and an open wheeler Lola. His daily driver was an Elan Sprint. He passed away in the 2000's in his 80's.

I remember Alastair Browne fondly as he and I were on the committee at the same time. He was secretary for some time and later the club's representative on the Council of Motor Clubs board for many years. He owned a number of cars ranging from Lotus Excel, Esprit, Elan Plus two, Marcos, Ford Ghia and too many more to mention.

Maurice Blackwood was a great loss to the club after devoting many years to the running of it alongside his wife Anne who continues to carry the Lotus banner. He performed many roles including club plate registrar, president, vice president etc.

Mike Basquil is a recent loss and was very active for many years. Heavily involved in the CSCA competition side of the club, he owned an Elise early on and later an Exige. His cars were always immaculately presented. A nice guy.

Isobel Doube from Victoria was a keen Lotus enthusiast and owned a series one seven and a plus 2 Elan. She was an early member and remained so until her passing in the early 1990's. Her son, Chris maintains the love of the marque and still has the cars.

David Haydon owned a number of cars and was a keen club-racer, being a member for many years. He had an Elite, seven, Elise, Elan, Europa and Porsche among others. We lost him in 2013.

Michael Hotop passed away some years ago and was a long-time member. He bought many Lotus cars but was reluctant to sell them. His back and front yards were covered in Lotuses in various stages of decomposition until the club came to the rescue and found homes for them after he died.

Geoff Strachan from Victoria died in the 1990's and had been a member since the late 1970's. He owned an Elite for many years as well as being a talented model car builder.

South Australian, Don Asser was a very enthusiastic Club member and for many years owned the ex- Arnold Ahrenfeld Lotus seven series two. He documented many cars in SA and was also partner in the purchase of Lotus 12 Chassis 353 with Mike Bennett. His death in 1995 left a void in the club.

Victorian, Ivan Butterworth owned an Esprit in his 80's and had a busy tyre business in one of Melbourne's suburbs. The club regularly held meetings there.

Kel Ricci also from Melbourne owned and raced a Europa in the 1990's. He was an active member in Victoria for many years.

Dick Macarthur-Onslow, a farmer from Walcha NSW was a great supporter of our club and a long time member. He is best known for peddling his formula junior Lotus 20B in Historics for many years. We sadly lost him some years ago to illness.

Paul Stone, a lawyer from Sydney owned a Lotus 23 and a seven and raced them both at historic meetings in the 1990's. He lost his battle with cancer some 20 years ago.

I have been associated with Club Lotus Australia since it was formed, and I have met and continue to be friendly with many of its members. I knew all these people and remember them fairly well. Hopefully I haven't forgotten anyone.
Marc

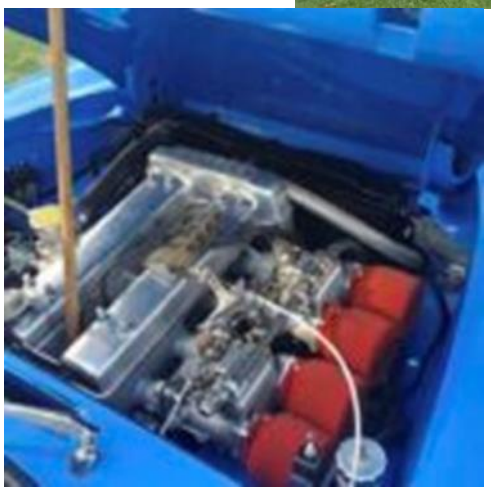
# Gin Gin All British Day 2023

Steve Grobler

The annual All British took place on 21 May at Gingin, about an hour's drive north of Perth, and brought a lovely collection of British motoring machinery out for display.




There was a small turnout of Lotus cars from CLA members as well as other owners, about 10 cars in total. Long-time CLA member Andrew Jones brought his Elan up from Albany and rounded up a number of other rarely seen Elans. In fact there were more Elans than any other Lotus model at this year's show, including an M100.



Thanks to Andrew, Robbie and the other Elan owners for bringing their cars out for us to enjoy. The Sports Car Builders Club of WA was also well represented with a number of excellent Lotus 7 replicas.



The show is incredibly well supported with an enormous array of magnificent British cars on display.



# Club Lotus Australia's 50th Anniversary Celebrayions Leura 23 to 25th 2023

*Image thanks to David Molloy*

Over a long weekend from the 23rd to the 25th of June, we made our way out to the 'Mountains to celebrate 50 years of Club Lotus Australia, and the people and cars who have made it what it is today. Scroll along, and enjoy a few photos from Saturday's concours d'Elegance and gala dinner.



After a blustery Friday evening, we awoke to a beautifully crisp and sunny morning on Saturday – perfect conditions for the concours d'Elegance, for which the Fairmont had given us the carpark roof. We braved the steep driveway, and put on a tremendous display of the marque's past, present and future – with perhaps the most S1 Elises your author has ever seen in one place. It was wonderful to see so many old and new faces, and spend the morning chatting in the cool mountain sunshine.



After hanging out in the car park until late morning, it was time for a bit of a break, or a spot of adventure, before the event picked up again in the evening. Small groups made their way out on drives to local pubs, went to grab a bite in Leura, did some exploring, or took the opportunity for a



siesta to prepare for the evening.




Then it was time to don our finery and gather in the ballroom for the formal part of the event. Everyone looked wonderful in their evening dress, with particular mention of our president Ashton who took the 'dress' aspect very seriously.

The food and wine flowed freely, our speakers William Taylor and Richard Gibbs and MC Graham Balfe were excellent, Brian Caldersmith's slideshow provided some wonderful opportunities to reminisce, and the Lotus 12 brought up by Mike and Gene Bennett and Eletre and Emira brought by Richard and Angela served as an tremendous representation of the 'past, present and future' theme of the event.



Thank you to everyone who joined us to mark the half century of the club, everyone who contributed to making it both possible and a great success, and particularly our wonderful organising committee for your tireless efforts throughout the planning and production.

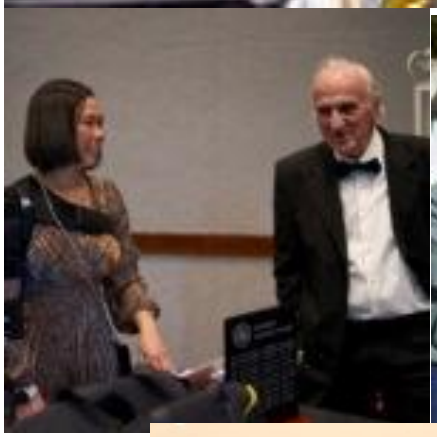
*Images thanks to David Molloy*



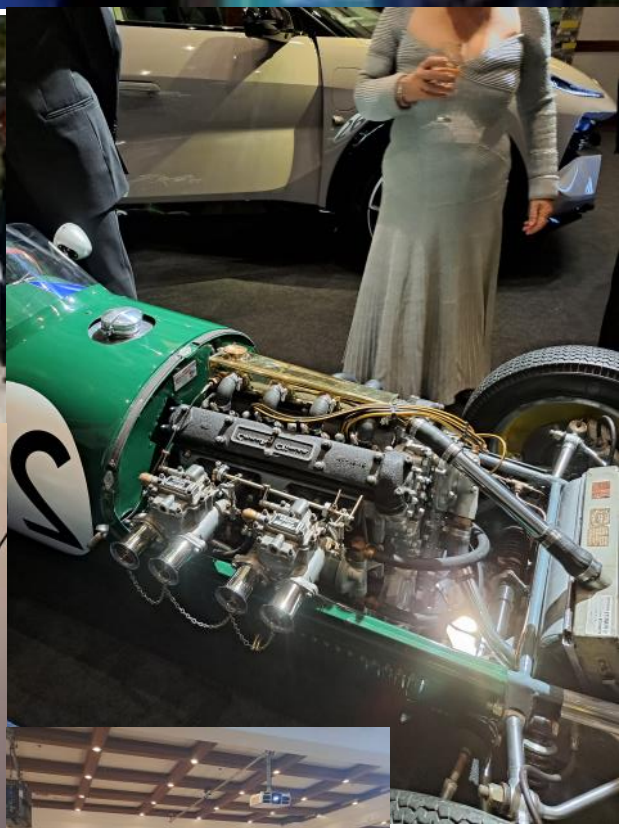





LOTUS








LOTUS



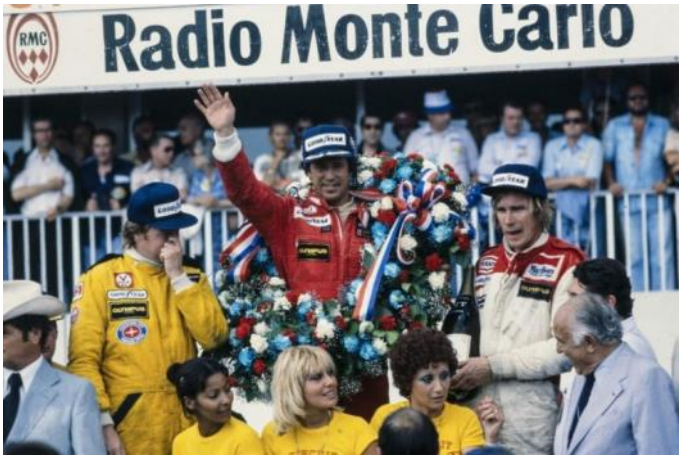
# Paul Ricard, July 2nd 1978 (45 years ago this month)




The buzz between the teams on the weeks before the French GP was the matter of the cooling extractor fans on the Brabham-Alfa Romeos. Instant action was taken by the Formula One Constructors' Association, and they were declared to be illegal, but the results of the Swedish race (which was won by Lauda in the fan car) were to stand. So, it was the Brabham team appeared in France with the same two cars, Lauda (BT46/6) and Watson (BT46/4) without the fans and all the cowling and back in the form in which they raced before Sweden, with front-mounted water radiators.
The circuit was long enough to accommodate everyone for practice, so all 29 drivers were ready for the Friday morning practice session from 10 a.m. for one and a half hours. The morning had not really got under way before it started to rain, and that was it, the cars were covered up and everyone disappeared, and at that point Lauda was holding fastest time with 1 min. 45-52 sec., but in truth the practice had not really started in earnest. The rain spots did not develop so everyone re-appeared and got on with practice. Andretti had an almighty spin when he hit one of the damp patches, which bounced the Lotus 79 over a kerb and up into the air, to land on its nose, at 140 m.p.h. The nose of the car was crumpled and the forward part of the monocoque was distorted. During the lunch-hour the Lotus crew hammered it reasonably straight and reset the front suspension as best they could, but there was no way of removing the crease in the aluminium panel over the front of the cockpit.
The afternoon session was a bit better and soon Watson and Andretti were in an elite class of their own, in the 1 min. 44 sec. bracket, and then came Lauda, Tambay, Peterson, Scheckter, Hunt, Reutemann, Villeneuve, Laffite and Jabouille all in the 1 min. 45 sec. bracket, There was a remarkable number of cars spinning off at corners, but to quote DSJ "The circuit is so vast and forgiving that sloppy driving is encouraged, rather than penalised" .
There was rain in the air and there was very little apparent excitement to herald the final hour of qualifying in the afternoon. This as it happened, fizzled out as it started to rain again just 15 minutes from the end, so the teams could not go out for their 'blinding' lap. As it was the front row was held by Watson and Andretti, with all the usual top runners with them in the front half. A total of 26 cars was being taken for the race,




For a change the sun appeared on Sunday morning and it was more like the South of France as a record crowd thronged onto the circuit.. During the 30-minute test-period before lunch all manner of troubles arose for several of the teams but were somehow sorted out.
After a warm-up lap led by Jackie Stewart with a camera in the car, everyone arrived back on the grid safely, Stewart made himself scarce and all eyes were on the red light. The green light flicked on and the start was




good, with the Alfa Romeo and the Lotus on the front row matching each other on acceleration. Watson had the advantage going into the first corner and Hunt tried to follow him through, but Andretti blocked him. Watson still led out onto the long back straight, but the black Lotus was right behind and before they reached the end Andretti pulled the 79 out of the slipstream and went by into the lead. By the end of the opening lap it was all over. Andretti and the Lotus 79 pulled away into a firm lead, looking completely calm and smooth. After his good start Hunt was down in sixth place, with Peterson fifth, Lauda fourth and Tambay third, On lap 3 Lauda took third place from Tambay, and on lap 5 Peterson moved the young Frenchman down another place, so the placings now were, the Lotus 79 leading and pulling away, then the two Brabham-Alfas and then the second Lotus 79, with no-one else in the game for the lead.

Peterson was clearly not content to be in fourth place, especially with two Brabham-Alfas between him and his team-leader and he soon pressured his way past Watson and set his sights on the back of Lauda's car, but he didn't have to try too hard.. On lap 9 there were wisps of smoke from the Alfa's exhaust pipes on the left side and on the next lap Lauda slowed dramatically and limped round to the pits, the engine sounding very rough and not on 12 cylinders. A quick look in the left-hand air-inlet box was sufficient; there was a smorgasbord of broken engine bits filling it to show that the Alfa Romeo engine had destroyed itself. The elation on the faces of the Team lotus pit crew said it all. As far as they were concerned it was all over and only ten laps of the race had run.

Whilst wreckage surrounded many to the top teams, James Hunt inherited his fourth place. it was almost unbelievable to see the two Ferraris running last and second last. Hunt was now giving it all he'd got and closing on Watson's Brabham quite quickly. By lap 16 he was past the Irishman without any trouble and pulling away,

In fifth place was Alan Jones with the Williams, painted in the Saudia Airlines colours and fending off attacks from Scheckter and Laffite. When Hunt got past Watson it put renewed vigour into Jones and he drew away from the Wolf and the Ligier and began to attack the Brabham, fourth place being well worth fighting for.

While the two Lotus cars had command of the race, with Peterson closing up relentlessly on Andretti, Hunt was hanging on to them in a spirited and heroic drive, Peterson was now right up behind his team-leader. The way the " seventy-nines" sat on the road made you cheer or cry, depending whose side you were on.

At half-distance, which was 27 laps, Andretti led Peterson by a few lengths, Hunt was still in a fighting third place, Watson was a tenuous fourth with Jones right behind him in fifth place. In sixth and seventh and equally close, were Scheckter and Laffite, then came Patrese all alone in eighth place, Pironi ninth, Fittipaldi tenth and then Tambay

After a slight relaxation in the middle part of the race Hunt renewed his efforts and though he never got close enough to challenge Peterson's second place, the Swede was very conscious that the red and white McLaren was just behind him. For a few laps the first three cars were equally spaced and in sight of each other, but then Andretti began to pull away slightly. Peterson still had Hunt large in his mirrors, even though he wasn't looking in them, preferring to judge things from his pit signals. While Hunt was trying to worry Peterson into making a mistake, Laffite was really giving Scheckter a rough time for the end of the race was in sight. Every time the Ligier made a move the Wolf parried it and this went on right to the end, the two cars actually starting their last lap side-by-side, sitting it out into the first corner, but the Wolf won, and they finished the last lap wheel-to-wheel with the French crowd urging the blue car on, but the dark blue and gold Wolf had it by mere inches. Meanwhile the leading trio had started their last lap equally spaced, but the two black cars finished on their own. Hunt had lost concentration on that last lap when he felt sick, and had spun, but he gathered it up and finished a safe third.

So, for the third time this year Team Lotus scored a double, the Lotus 79 scored its third victory and as Colin Chapman said, " What a super pair of drivers, what a super car, what a super team, but we haven't finished yet"!

# It doesn't always have to be about Lotus, does it?

## Kenneth McAlpine, the oldest surviving grand prix driver who first competed in 1952, passed away recently at the age of 102



Kenneth McAlpine OBE, was the oldest surviving person to have raced at grand prix level. He was the man who largely funded the Connaught Grand Prix team in the 1950s, worked for the family civil engineering company started by his grandfather, established a successful helicopter business and was one of the founding fathers of the English wine industry with his vineyard at Lamberhurst in Sussex. Yet he was an understated man who rarely sought the limelight.

Born in Cobham, Surrey in 1920 as a young man had an interest in cars and motor racing. He went to America during World War II , where he was trained by the US Navy to be a pilot. He returned in 1944 and became an RAF Flight Instructor.



*Maserati 8CM which he had some success*

Once the war was over he quickly acquired a pair of Maserati 8CMs which he hill-climbed, sprinted and raced in 1947-49 to good effect with victories at Prescott, Luton Hoo and Goodwood. In 1951 he made a move to 500cc Formula 3 with a JBS Norton but also started to race a Connaught A1 Formula 2 car. His cars had been prepared by Continental Cars by Mike Oliver and Rodney Clarke at Shere in Surrey.

Clarke and Oliver decided to become a sports car manufacturers, initially using Lea Francis chassis. They turned to their customer Kenneth McAlpine to provide the funding and he became their first works driver. They chose the name Connaught as a shortened version of Continental Cars.

The Connaught L2 proved a successful sports car and by 1950 the company had moved to single seaters initially with the Connaught A Formula 2 cars. Kenneth gave the car its debut at Castle Combe in Oct 1950 and finished second behind Stirling Moss in an HWM. The following year he gave the marque their first single-seater win at Ibsley. Mike Hawthorn became an occasional driver for the team.

For the next three years, as well as racing in British Formula Libre and F2 event, Kenneth competed occasionally in the world championship. He made his debut in the 1952 British Grand Prix at Silverstone and finished 16th and the team also went to the Italian GP with three cars although Kenneth retired. The following year he took in four grands prix – Holland, Britain, Germany and Italy, retiring at all except for the Nürburgring where he placed 13th despite damaged rear suspension. His final grand prix was back at Aintree in 1955 driving the streamliner. Again he retired. However, despite running the McAlpine Construction business, he helped build Connaught into a considerable force with sometimes as many as six cars competing at

events like the International Trophy meeting.
His best result was third in Goodwood's 1954 Glover Trophy in the Grand Prix car and second in the British Empire Trophy sports car race at Oulton Park the following year, behind Archie Scott-Brown in the Lister-Bristol but ahead of Reg Parnell in the works Aston Martin DB3S0.



*Driving a Connaught at Goodwood in 1954*

Competing for McAlpine, together with Eric Thompson, also raced at the 1955 Le Mans 24 Hours but their Connaught retired after six hours when the engine blew. His final race came a few months later at the Goodwood 9 Hours. It was speculated that his retirement from racing was because of his impending marriage but it was more likely for business reasons. Sadly the end of the road was near for Connaught, despite Tony Brooks' sensational victory in the Syracuse non-championship race, where Motor Sport's Denis Jenkinson was the only British journalist on hand to witness the first win in a grand Prix by a British car and driver since 1923.
Kenneth McAlpine moved on to his new business interests and in 1974 set up the Lamberhurst Vineyard on Kent/East Sussex border. It became Britain's foremost a wine maker,
Kenneth also established McAlpine Helicopters in 1988, a company he later sold to Eurocopter. Kenneth latterly lived in Hemel Hempstead and he continued to be a director of Sir Robert McAlpine Enterprises Ltd at the age of 102. He was a quite remarkable man, an industrialist, entrepreneur, F1 team owner and pilot who quietly, almost under the radar, made motor racing history.



*Kenneth McAlpine's final Grand Prix, Aintree 1955*

# Clark (Lotus-Climax) uncatchable Silverstone, July 20th 1963, 60 Years ago.



*Race start, Clark quickly lost the lead*

With two and a half weeks break since the last Formula One race the teams not only had plenty of time to prepare their cars, but also time to put in some proper track testing, with the result that nearly the whole entry field was ready to start practice when the first session opened on Thursday at midday.

Team Lotus had Clark and Taylor in Lotus 25 cars, both with Coventry-Climax V8 engines, Clark using fuel-injection and Taylor an early engine on carburettors, while they both had ZF gearboxes. The Cooper team with McLaren and Maggs, and the Brabham team with Brabham and Gurney, Scuderia Ferrari had only one entry with John Surtees as driver, but they brought along two cars, both to the regular prescription of V6 engine with Bosch high-pressure fuel-injection, 6-speed gearbox between engine and final drive, and inboard rear brakes.

There was a bit of a rumour that one of the cars being a special "sprint car" for Surtees to use in order to get a good grid position, the other car being kept for the race, but the cars were virtually identical so that died a natural death.

Reg and Tim Parnell had four entries, a Lola with new flat-crank Climax V8 on injection for Chris Amon, a Lotus 24 with Climax V8 on carburettors for motorcyclist Mike Hailwood, a Lotus-B.R.M. V8 with injection for Masten Gregory and a Lola with early Climax V8 engine for Campbell-Jones, all four having Colotti gearboxes. The Dutchman Carel Godin de Beaufort was running his old 4-cylinder Porsche, having to stick to it as nobody sells cars big enough for him to get into. The Swiss driver Siffert was making a welcome appearance at Silverstone with his Lotus-B.R.M. V8, and Ian Raby was due to arrive with the Gilby-B.R.M. V8. To complete the entry list there was that well-known non-starter the 8-cylinder de Tomaso, although the designer-builder was in the paddock waiting for the car to arrive, sadly, it failed to do.



*It wasn't long before Jimmy was clearly leading the race*

Instead of practicing, Clark spent a lot of time in the pits after a water

pipe gave trouble and let all the water out in a cloud of spray. By the time a repair had been made and the water mopped up, the engine then got over-rich and refused to start and then practice was over.
Ireland was not at all happy with the B.R.P. car, the chassis tuning seemingly having "improved it worse, and it was steering like a camel". For the rest of the runners the pace was not very exciting and the first session ended quietly.
At the end of the afternoon, the cars appeared for a further hour of practice and this time Gregory and Bandini joined in, as well as the two Sciroccos, which made some quiet laps to feel their way round. Clark really got into his stride this time, using the same car with its "air-stream" windscreen, and set the pace with a lap in 1 min. 34.4 sec. Graham Hill, as usual, was not far behind and his best was 1 min. 35.4 sec. and the two Cooper's went round together, with McLaren leading the way and did 1 min. 35.6 sec. and 1 min. 38.0 sec., respectively. Some indication of what was to come was shown by Gurney who got into the swing of things with a lap in 1 min. 35.8 sec. in his Brabham, a time equalled by Surtees with his Ferrari. Meanwhile Clark had gone outstandingly fast, and was a whole second faster than his nearest rival. The last practice session was Friday morning for 1 1/2 hours. Being the last opportunity to make a good qualifying lap for grid positions, most people got into their true stride and the pace quickened up. The battle among the top drivers settled itself by the end of practice with Clark (Lotus-Climax), Hill (B.R.M.) and Brabham and Gurney with the two Brabham-Climax cars on the front row.
From 10.30 a.m. on Saturday July 20th the Silverstone airfield was packed to capacity and just before 2 p.m. the Grand Prix cars set off for a warm-up lap, before assembling on the starting grid and 23 cars were ready to go, but when the time came to clear the grid only 22 cars were ready to go, for Maggs could not get the engine of his works Cooper to start and he raised his hand in despair and hoped everyone would dodge him when the flag fell.
It was a excellent start, the Cooper mechanics pushed the stricken Cooper to the pits and set to work on it. At the end of lap 1, Brabham and Gurney were in the first two places, with McLaren third, and Hill and Clark fourth and fifth. However, on the second lap Clark moved smartly through into third place, then into second place on the third lap and by the end of lap four he was not only in the lead, but very comfortably in the lead, so that one began to wonder what everyone else was doing. On the third lap Maggs had screamed away from the pits, his Cooper-Climax in good order once again after a change of plugs.
By this time the overall race had split itself up into three factions, the first being Clark drawing away from a tight bunch of cars racing for second place, these being the two Brabham's, McLaren (Cooper), Hill (B.R.M.) and Surtees (Ferrari). The second group comprised Taylor (Lotus), Bonnier (Cooper), Ireland (B.R.P.), Ginther (B.R.M.), Hall (Lotus), Bandini (B.R.M.) and Amon (Lola) and this group looked all set for a really interesting battle. The third group was obviously the private-owners and assortments and was being led very ably by Anderson with his privately-owned Lola.
Already Clark was pulling out half a second a lap over the bunch racing for second place, and on lap seven McLaren disappeared from amongst them when his engine broke down near Chapel curve. Ireland had got away from the second group and was showing signs of catching up with the leaders, and then Taylor went into the pits with his electric fuel-pump not working. By 10 laps Clark had an impressive 6 sec. lead over Brabham, who had Gurney, Hill and Surtees right on his tail, these being very evenly matched, and further back Bonnier, Ginther and Bandini. Amon was sitting just behind them watching it all The three motorcyclists, Siffert, Anderson and Hailwood were mixing it in together in a nice neat and tidy fashion, and right at the back Maggs was driving fast to make up for his lost laps at the start.
Clearly no-one was going to catch the flying Clark, and everything was going to depend on the reliability of the Lotus, but behind him Gurney had moved up into second place, and for two laps Surtees got his Ferrari in front of Graham Hill's B.R.M. but Ireland failed to catch up with them. Clark was now lapping the tail end of the field.
Taylor had rejoined the race when Clark was on his 19th lap, having had his fuel pump changed, and Ireland joined in again later, but his engine still sounded very rough. At 30 laps the order was Clark (Lotus), 14 sec. ahead of Gurney (Brabham), and Hill (B.R.M.) and Surtees (Ferrari) now some way back but still vying for third place.
Amon had dropped back and was on his own in eighth place, well ahead of Hall in ninth place. The rest had been lapped by Clark and the race as such was virtually over, for the Lotus driver was beginning to ease off already, though he was having to concentrate all the time due to running on smaller section rear tyres than the Lotus normally uses. This had been done just before the start in order to drop the gear ratio slightly, and

improve acceleration out of the corners, but the track was very oily and slippery having had so much racing on it before the Grand Prix began, that Clark was suffering from the slightly reduced cornering power of the rear end. Nevertheless, he was having no trouble in increasing his lead over the second man, and by lap 35, which was not yet half way, he had a lead of 15 sec. Gurney was 12 sec. ahead of the B.R.M./Ferrari duel which was still going on, and 60 sec. later came Ginther, a bare length ahead of Bandini and Bonnier, while Amon had dropped quite a long way back and was about to be lapped by Clark.



*Colin and Jimmy celebrate the lead driving around the circuit towed by a tractor*

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From this point onwards the race got a bit boring but still Clark went on his way, as calm and smooth as ever, never putting a wheel wrong, even though he was sliding about on the slippery track quite badly. He had lapped everyone except Gurney, Hill and Surtees, and the B.R.M. and Ferrari were still changing places now and then, vying for third place, but in a rather mediocre fashion compared to the leading Lotus. At 55 laps Clark was a comfortable 17 sec. ahead of Gurney, the Brabham in turn being 28 sec. in front of the B.R.M. and Ferrari, but five laps later Gurney's Coventry-Climax engine exploded at Stowe and he spread a lot of oil across the track as he pulled off the circuit. The situation was swiftly dealt with by the white-coated marshals. This left Clark 50 sec. ahead of the second man, that looked as though it was going to be Hill, as he was holding a 1-sec. lead over Surtees pretty consistently by now.

With the end in sight, and being very comfortably ahead of Graham Hill, Jimmy began to prepare for the final stages of the race. Knowing that it was a long race, Clark concentrated on conserving as much fuel as possible. He did this by circulating in top gear as the race drew to a close, and running on the sort of throttle opening that would have done credit to an economy run. In spite of this his lead did not dwindle very much and at 75 laps he was still a comfortable 35 sec. ahead of Hill, which meant that he was approaching Stowe corner as Hill was rounding Woodcote corner by the pits. His lap times were down to Formula Junior standards, and he reeled off the final laps at a comparatively leisurely pace, although leisurely for Clark is a racing speed for some drivers.

We will let DSJ tell the story of the end "When Clark finished his slowing-down lap he disappeared towards the paddock, to the consternation of the officials and photographers waiting at the finishing line, but it was all part of a well-prepared plan, for a few seconds later a farm tractor appeared towing a 4-wheeled trailer on top of which sat the victorious Lotus and a happy smiling Jimmy Clark. Meanwhile a Scottish soldier was playing "Scotland the Brave" on the bagpipes, and he mounted the trailer along with a jubilant Colin Chapman, and instead of everyone standing to the sound of "God Save the Queen" the victor was welcomed with a fine display of Scottish Nationalism".


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CANCELLED
SYDNEY MOTORSPORT PARK, 3 - 5 FEBRUARY
SYDNEY CLASSIC
SYDNEY MOTORSPORT PARK, 9 - 11 JUNE
SUMMER FESTIVAL
SYDNEY MOTORSPORT PARK, 24 - 26 NOVEMBER
13
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# JOHN PARTRIDGE WROTE THIS TOUCHING VALE OF DR. STUART SAUNDERS WHO PASSED AWAY RECENTLY.

I was saddened last week to learn of the recent death of Dr Stuart Saunders, co founder with John Fitzpatrick of the Binalong Motor Museum. In his profession Stuart was a skilled ophthalmologist and eye surgeon, originally from the UK and based in Canberra. In historic vehicle circles he was better known for the museum. This housed a restoration workshop and an eclectic collection of vehicles and related items which had attracted his attention over the years, ranging in size from motor scooters and a Fiat 500 to a recreation of a particular late '50s Indy car.

For many visitors the standout exhibit was an Edwardian recreation of Stuart's own construction, tbe MAB. MAB, I learned, was a French or Belgian manufacturer of car components, enough or almost enough to build a complete car but never did so themselves. Stuart uncovered in Wagga (!!!) what he was able after considerable research to identify as a 1908 MAB chassis, almost complete but without engine. The drive was by huge chains and sprockets reminiscent, to those with childhood memories stretching back as far as mine, of the chains and sprockets pictured in my first "machinery" book, operating "Mike Mulligan's Steam Shovel" as it dug "faster and faster". Stuart sourced from the USA as a power plant for this vehicle a huge V 12 Liberty aero engine, if my memory serves correctly of 27 litres capacity and with exposed valve gear. Quite a sight in operation. The completed vehicle acquired ACT registration (pre historic rego days?) and was driven by him from time to time back and forth between Binalong and Stuart's surgery in Canberra. I recall seeing it perform a couple of demonstration laps around the Canberra Showground oval track, throwing up a rooster tail of harness track dirt and looking very much like the old b&w photographs of the heroes of motor racing in Edwardian times. This occasion must have been when the Bicentennial Motoring Rally overnighted in Canberra, well before Summernats cars came to shatter the peace of nearby residents. The car was referred to always as the MAB but Fiat aficionados familiar with the famous Beast of Turin of similar period, might have subtitled it the Beast of Binalong.

Another of Stuart's creations was a V12 Jaguar powered, beautifully crafted, cycle mudguarded monoposto more often to be used for his commutes between Binalong (where I believe he lived) and Canberra where he practised.

I visited the museum several times, including once with CLA and once with FCACT but sadly

the museum closed down several years ago, perhaps with the onset of Covid, and last I heard was that its contents were to auctioned off by Donington Auctions.

Vale Stuart Saunders, truly an enthusiast of Golden Era motoring..

John Partridge.

# Answer to last months "Now who Said That?"




Last months quote was

**"Too many friends have died. There was a succession of deaths, Luigi Musso, Peter Collins, Alfonso de Portago. Then Behra was killed in Berlin. That for me, was the most tragic because it was in a race that I should have been taking part in. I didn't go to the circuits anymore."**

Winner was Peter Eppel closely followed by Evan Jones with the correct answer of Maria Teresa de Filippis.



# 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**

**"Despite people telling me that there were monocoque racing cars in 1911 or whenever, the 25 was the first cat as far a I was concerned-I had never seen one before, and we didn't know if it would work..."**

This is too easy so no hints

# CLA NSW 2023 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| **Jul/23** | | | | |
| | Sunday, 9 July 2023 | CSCA Rnd 3 TSOA | 8.00am | Sydney Dragwey |
| | Sunday, 9 July 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, 16 July 2023 | Evalence Workshops | 9.00pm | Unit13/12 Cecil Rd Hornsby |
| | | | | |
| **Aug/23** | | | | |
| | Sunday, 13 August 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Saturday, 19 August 2023 | CSCA Rnd 4 CLA | 8.00am | SMSP GP Circuit |
| | Sunday, 20 August 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Sunday, 20 August 2023 | Shannons Classic | 8.30am | SMSP |
| | | | | |
| **Sep/23** | | | | |
| | Sunday, 10 September 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, 17 September 2023 | All British Day, The Kings School | 8.30am | Thr Kings School Parramatta |
| | Sunday, 17 September 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Saturday, 30 September 2023 | CSCA Rnd 5 MGCC | 8.00am | Pheasant Wood |
| | | | | |
| **Oct/23** | | | | |
| | Sunday, 8 October 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, 15 October 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Sunday, 22 October 2023 | CSCA Rnd 6 JDCA | 8.00am | SMSP North |
| | | | | |
| **Nov/23** | | | | |
| | Sunday, 12 November 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, 19 November 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| **Dec/25** | | | | |
| | Sunday, 10 December 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, 17 December 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |

# CLA SA 2023 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| **Jul/23** | | | | |
| | Sunday, 2 July 2023 | Lotus SA Gathering | 9.00am | TBA |
| | | | | |
| **Aug/23** | Sunday, 6 August 2023 | Lotus SA Gathering | 9.00am | TBA |
| | | | | |
| **Sep/23** | | | | |
| | Sunday, 3 September 2023 | Lotus SA Gathering | 9.00am | TBA |
| | | | | |
| **Oct/23** | | | | |
| | Sunday, 1 October 2023 | Lotus SA Gathering | 9.00am | TBA |
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| **Nov/23** | | | | |
| | Sunday, 5 November 2023 | Lotus SA Gathering | 9.00am | TBA |
| | | | | |
| **Dec/25** | | | | |
| | Sunday, 3 December 2023 | SA Lotus Christmas Lunch | 12.00pm | TBA |
| | | | | |

# For Sale !

# 963 LOTUS SUPER SEVEN



I am selling my 1963 Lotus Super Seven, which I imported from the UK in 2022. I have enjoyed it since then, but with four other cars I just am not using it enough to justify keeping it. Also, it doesn't need any work and I like to tinker with my cars!

It was supplied from the factory as a fully assembled car with a 1500 Cosworth MK14 Kent engine and wobbly-web wheels, built in right-hand drive configuration for export to the USA and club raced from new in the US. The history file includes a number of photos and owners' recollections from its time as a racing car.

The car was garaged in the 1970s, exhumed in the 2010s and returned to the UK where it was restored over a period of years to original specification. The chassis was returned to Arch Motors, the original suppliers of chassis to Lotus Components, for restoration. During the very detailed restoration the original race scrutineering stickers were retained on the transmission tunnel.



The car was completed in 2021 and it has covered only a couple of hundred miles since then. The Lotus Historic Register has authenticated the car and described it as, "a fine example of the Lotus marque, and now looks exactly as it did when it left the factory in 1963".



A very exciting jewel of a car!

The car has been entrusted Jeremy Best of Cummings to set the price and market it, but Dario is also happy to discuss it. http://www.cumminscars.com/lotus-7.

# 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:

**FOR SALE**

**Jenvey independent inlet manifolds and adjustable inlet trumpets.**

**For Rover K series engines**

This item is for a Rover K series engine as fitted to some Lotus Elise and Clubman vehicles. I purchased this this item for directly from Jenvey in England for my MGF VVC however they have never been fitted,

Asking Price is $800.00

Contact details are John Carlson, mobile 0407931844

# WANTED

I hope to be a Club Lotus member when I get my Europa Twin Cam ready....to that end I need a windscreen.

Only thing I can find is ex UK Pilkington.

Works out to about $2500.

Any advice?

Stephen

"Stephen James" pace1max@gmail.com

# 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 Geoghegan's 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)



# 1960 LOTUS 18 Formula Junior

Frame 987193.
Body plate 18/J/789

Sold in batch of six black chassis to Papa Rodriguez.

Raced by A Álvarez in 1961 in support race to the 1961 Mexican Grand Prix. Copy of race program available.

Imported to Australia by Steve Lunn. Total rebuild by present owner from 2018.



**$AUD 80 000**

FOR FULL DETAILS CONTACT

+61 419 429 615 @ gdell38@gmail.com

# 1965 Brabham BT15

Third formula 3 built by Ron Tauranac and raced successfully by Jim Sullivan (European driver of the year 1964)

From 1965 to 1970 owned by Promecon. Then purchased by Fred Opert of the USA.

Raced by third owner Joe Bosworth as a formula Ford for 10 years in USA. Race logbook goes with car.

Brought back to Australia and disassembled to rebuild.

The present and only the fourth owner Graham Dell purchased all the parts and totally rebuilt to a very high standard.

In actual fact only driven by Jim Sullivan and Joe Bosworth.

Gearbox rebuilt by Gary Simkin and motor re built to race specification, not driven at all since rebuild.



**$AUD 115 000**

FOR FULL DETAILS AND INCLUDED EXTRAS CONTACT +61 419 429 615 @ gdell38@gmail.com

# FOR SALE: 1969 LOTUSELAN S4 FHC

## 1969 Lotus Elan S4 FHC is up for sale by club member Terry.

This great little FHC was fully restored by Don Mace approximately 20 years ago.

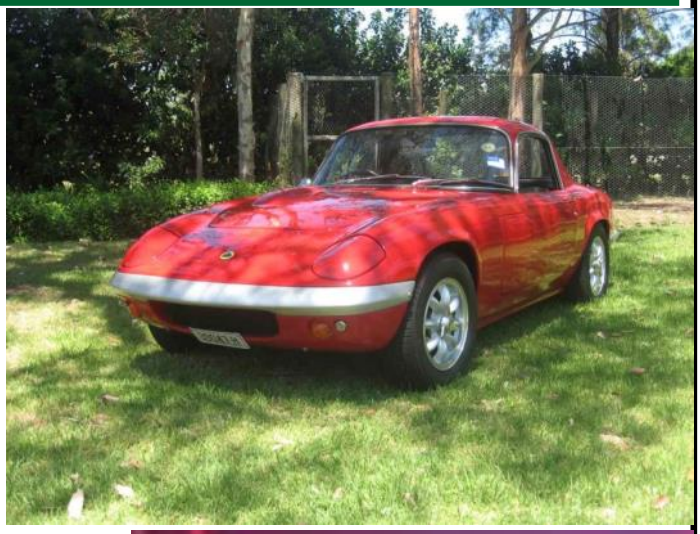
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

Comes with an extra set of wheels and workshop manual. Mileage is 72741.

A couple of experts believe it's worth a lot more than the $65,000 asking price.

You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au









# 1961 LOTUS ELITE TYPE 14 S2 CHASSIS CB 1687




This beautiful Series 2 British Racing Green Lotus Elite left the factory on 28th Nov 1961.
Several owners and thirty years later, the car ended up in 1991 with South Australian Richard Fewster, who completed a body off restoration. Richard kept the car until 2005 and then sold the Elite to Paul Samuels, who sold the car to its present owner in 2006. Prior to this sale the motor was rebuilt and has only been driven approximately 2,500 miles since.

A completely new interior was installed in 2007 in black with green pinstriping. Looks great.
The Elite won the 2008 NSW concours and has been maintained in immaculate condition since. It is fitted with the rare ZF gearbox and comes with a second set of wheels.



Included in the sale is a workshop manual, spares and some great wall hangings etc.

Has a CAMS Logbook and is featured on page 70 of Marc Schagen's Lotus The Historic Sports and Racing Cars of Australia.

Asking $125,000. Selling due to downsizing house and the car collection.



You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au



# For sale - 2018 S3 Lotus Elise 220

27,000kms, Excellent condition, incredibly balanced and well sorted car. Regular class winner of Super sprint events in NSW. Fully serviced and maintained by Simply Sports Cars (SSC) with a full suite of up-grades, including:

**Motor** 270HP SSC Stage 2 power upgrade (supercharger pulley, injectors, airbox, tune)
SSC prototype headers, sports CAT and light-weight exhaust system (sounds fantastic)

**Gearbox/Drive** Quaiffe limited slip differential, HD racing clutch, SSC shifting fork upgrade

**Brakes** AP Racing 4-pot front brakes with 2 piece AP rotors. , Front AP brakes moved to rear, Larger master cylinder, Pagid pads front and back

**Suspension** Nitron 2-way adjustable shocks. Polyu-rethane suspension bushings, Whites adjustable front anti-roll bar. SSC Toe link upgrade' SSC bump-steer kit, Corner weighting, camber, toe-in/out, ride height setup by SSC

**Aero** Carbon fibre rear wing. carbon fibre splitter

**General** OEM Hard top + soft top, 6-Point Schroff harness and SSC harness bar. Pro-forged light weight wheels with Khumo V70 tyres (OEM wheels and tyres pristine), Ozi-Cozi PPF protection, Carbon fibre mirrors, SSC fire extinguisher and mounting bracket, Lithium battery

Contact: Colin Rudd (Mob: 0432 216 192, Email: colin.rudd@rpinfrastructure.com.au)









