August 2023

Chunky's Chatter



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



Inside this issue

- Anniversary of Lotus F1 victories
- John Surtees recalls 'the race of his life'.
- Volunteers needed to assist the CLA round if the CSCA soon this month.

August 2023

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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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Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER. *Lotus Emira, road test by The Lotus Forums, inside.*

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

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

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

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

SA Lotus owners 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.

Club Lotus Australia Committee

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

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

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

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

Competition Secretary Committee, motorsport@clublotus.com.au

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

General Committee Rob Costa (02) 9597 1470, robertlcosta1@gmail.com

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

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

Club Plates: **Evan Jones** evanj@optusnet.com.au, 0411103043.
Alan Pate: panda503@westnet.com.au 0409 914 455

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, 0411103043.

Registrars

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

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

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

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

Presidents Prattle
With Ashton Roskill



Hello!

How did we get to the end of July quite so fast? I'll be wishing you a Happy Christmas before I know it.

As I might have mentioned, I am spending three months in the UK and Europe, primarily working from the UK (on Australian hours, about which more another time!) for July and September, and spending most of August driving around northern Spain and Portugal.

As a result, I was lucky enough to blag a ticket to Goodwood Festival of Speed; it was a ticket for Sunday, which was quite fortunate, as a storm rolled up the Channel on Thursday making Friday rather wet, and Saturday was actually suspended due to the high winds forecast.

So when we turned up early on Sunday, many of the paddock garages had no roof or sides. Fortunately they had been removed before the storm broke, rather than being removed by the wind. But in chatting to William Taylor who was manning the CTL stand, it would seem that all cars had to be secured in their trailers, and then brought out on Saturday morning again - what fun they must have had.

My brief summary is elsewhere, but suffice to say it was great to be there, the sun shone (mostly) and the team at Lotus were kind enough to let me in to avoid the crowds! And it was lovely to catch up with Mark O'Connor among many others. Now I am looking forward to Revival in September. And a trip to Langley Priory on Saturday in the company of Nigel Halliday to attend a gathering of Elites and their owners for lunch.

In the meantime, Mrs R and I are catching the ferry from Portsmouth to Santander on Monday, and then drifting around northern Spain and Portugal in an attempt to try every pastel de nata (custard tart to you and me) in the country.

Back on the ground, and following the very successful visit by Don Christopher to Sydney, August in NSW brings us, apart from Tyre Kicks and Coffees, the next round of the CSCA Championships at SMSP on 19th. The need for volunteers is still significant, despite Craig and Cathie -opting the whole family for the day. So please get in touch here: https://www.clublotus.com.au/2023/07/seeking-volunteers-for-our-cla-hosted-csca-round-4-at-smsp/

And the following day is the Shannons Classic (also at SMSP) with a celebration of 75 years of Lotus meaning we have a few extra tickets available - please do support this significant date in the diary, in particular by bringing your car out to play! Tickets available from Evan on evanj@optusnet.com.au

Elsewhere, Andrew and the SA crew have had to change the routine meeting place for their EMRs, so if you've not got the dates and locations, they should be elsewhere in here.

And before we know it, it'll be September, and hopefully the All British Day (aka picnic day!) on Sunday 17th will be a fine and sunny one. Tickets also from Evan, and we will probably need to supply some or more volunteers to marshall the car parking, so please can I ask for you to consider volunteering for this lovely event too.

Right, I had better get on with organising the various activities I have left until the last five minutes before leaving for the ferry - like giving the Audi TT one of my lovely friends has lent me an oil and filter change before the 3000 miles I am about to put on it. And finding somewhere to stay for the first night in Spain.

So keep safe in my absence, and please keep it upright and mostly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



Hi everyone and welcome to August Chunky's Chatter. I must admit to being very jealous of our President Ashton and his wife Caroline as they galivant around the historic motor racing venues of Europe. Enjoy it both of you.



The Elan of Bill Wade, which incidentally, started life as a FHC but was converted to a DHC by the very expert craftsmanship of Barry Duckworth, many years ago.

This month is the anniversary of several F1 victories for Lotus and Ronnie Peterson. Ronnie always has an almost humble look about him when photographed which beholds his massive talent. Another anniversary that occurred this month was the death of Irish motorcyclist and car racer, Fay Taylour. Fay was a real champion in her day, in the UK, USA and Australia. Her appearance attracted thousands of spectators and she was universally victorious. However, when I went to what I thought would be a reference book 'Women in Motorsport' by Susan TP-Jamieson there was no mention of her. Similarly, in the 'Encyclopaedia of Motor Sport' by GN Georgano, nary a mention. It seems that this woman who attracted crowds in their thousands when she appeared, has been wiped from the history of the sport. Read her story and why she was treated this way, inside, in the column 'It doesn't always have to be about Lotus, does it'.

Thanks to 'The Lotus Forums, we have a review of the Lotus Emira. The factory loaned the car to this group for a 10 day shakedown and the report is very interesting. We are at a strange point in time where Electric Vehicles are banging on the door of ICE cars and the future will be interesting. In fact, Lotus unofficially predict that they will be making petrol engined cars for many years to come. It also seems a glaring indication of the laziness of current journalists, that any of them is yet to recognise that Lotus is producing electric vehicles.

A couple of interesting cars in the for-sale section are the ex-Bill Wade Seven and Elan. Bills family owes a debt of gratitude to Marc Schagen who assisted them in bringing these cars to market. Many thanks to Marc, a genuinely caring CLA Member.

Tom

Goodwood Revival to celebrate 75 years of Lotus



Goodwood has announced that this year's Goodwood Revival (Sept. 8–10, 2023) will celebrate Lotus' 75th anniversary. Welcoming a fleet of up to 75 cars from Lotus' 75 years of history and heritage, the Revival will celebrate this major milestone with a special on-track celebration paying homage to "The Chapman years" (1948-1982).

Running across the Revival weekend, the festivities will feature a variety of spectacular vehicles spanning Lotus' history, with a host of notable drivers behind the wheel. Taking centre stage will be the Lotus 18 which secured the first win for a Lotus-built car at the 1960 Monaco Grand Prix with "Mr Goodwood" himself, Sir Stirling Moss, behind the wheel.



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

On the 13th August 1978, 45 years ago, Mario Andretti threw away his chance of winning the Austrian GP with an early mistake, but no worries Ronnie was there to take victory for Lotus



Depailler (right) and Peterson battle for the lead down to the first turn

On the Thursday afternoon before the 1978 Austrian Grand Prix all was settled in the Paddock; all the team transporters were parked and unloaded, the tyre companies were mounting tyres, the hospitality buses and coaches were ready to open next morning and there were 31 drivers ready to contest the 26 positions on the starting grid.

Before practice commenced there was some film making during which Lauda circulated with a camera on his Brabham-Alfa Romeo, then the serious business of practice began. The Lotus 79 was a clear favorite on the high-speed, undulating Österreichring, with its fast corners and 135 m.p.h. lap speed. Equally, the turbocharged Renault was going to need watching.

The fastest time, which was set by Peterson was 1 min. 37.71 sec. Once again there were mixed feelings in the Lotus camp, for while Andretti was sorting out tyres, roll bar and aerodynamic settings, Peterson was going indecently fast without any drama. Andretti was fast, but not fast enough to catch the Swede!

By the end of the morning Lotus were fastest (Peterson in 79/2) but Reutemann, was second fastest (Ferrari T-car 035) so there were heavy discussions between Andretti and Chapman and they evolved an unusual theory to account for Peterson's better times. Andretti felt that his car, 79/3, was not as well balanced as it should be and that the fault lay in the aerodynamics under the car. The only obvious difference between 79/3 and 79/2 was that 79/3 (Andretti's car) had the latest elliptical-section lower front wishbones and 79/2 (Peterson's car) had the earlier round-section wishbones. The theory was that the turbulence caused by the wishbones was markedly different, one from the other, and that the apparently better streamlined ones were in fact doing a worse job than the earlier cylindrical ones. For the afternoon practice the wishbones on Andretti's car were modified into a temporary round-section by taping-on split plastic hose pipe to the leading edge of the wishbone. This was claimed to be the answer to Andretti's worries, and he put in times virtually the equal of Peterson's morning times. In the afternoon Peterson's engine exploded so he didn't have a chance to better his earlier times.

While all this was going on the Renault was going faster and faster and had got up to third fastest overall, behind the two Lotus cars. In addition it went through a speed trap in front of the pits at 162 m.p.h., faster than anyone, which shocked a few!

On the afternoon times, no one bettered Peterson who was still on pole position with his morning time of 1 min 37.7; sec. As the Renault in third place had a time of 1 min. 38.32 sec., and the next best was Reutemann (back in his number one car, 036) with 1 min. 38.50 sec. the Lotus situation was looking pretty normal. Anyone with a time in the 1 min. 19 sec. bracket had cause for despair, and among those were Hunt, Watson, Lauda and Jones.

Saturday morning saw the skies looking grey and ominous and there was more than a hint of rain as the 1 1/2 hours of untimed testing took place. Andretti's Lotus had been fitted with round-section lower front

wishbones. Peterson's had a new engine, the Brabham's all had new Alfa Romeo engines.
More important was impending rain from over the mountains,. A projected parachute drop to amuse the crowd was cancelled because of the low cloud, and at ten minutes past 1p.m. the last hour of practice began. Barely had the cars left the pits than parachutists appeared through the clouds, dropping towards the circuit! Somebody had not told them their stunt had been cancelled. Practice was stopped instantly.
Eventually the all-important hour got under way at 1 .22 p.m. Peterson was forced to wait as his gearbox internals were being inspected.



Peterson leads the gaggle on a very wet circuit

After only ten minutes, practice stopped once again, this time involuntarily, as rain began to fall, which precluded any fast times being made. The circuit was not wet enough to learn anything on rain-tyres so everyone sat around and waited. Tambay, Stuck and Regazzoni went out for some exploratory laps and then Andretti and others joined in. By 2 p.m. the activity had fizzled out and then real rain came down and everything was awash. After a short pause Reutemann went out on Michelin's best rain tyres and lapped pretty impressively, and some of the Goodyear runners began to wonder if perhaps the Argentinian was gaining experience that would stand him in good stead.
Peterson, Jones, Andretti and Hunt joined in, to see how bad the conditions were, and also Jabouille in the Michelin-shod Renault, and then the hour was finished. Although Lauda had been fastest before the rain came, it was not significant and Patrese, Rosberg, Daly, Regazzoni and Binder were the only ones to improve on their Friday times before the rain.
On Sunday morning the weather was warm and dry and things looked quite encouraging during the 30-minute untimed warm-up period. Andretti was still using round-section front wishbones, totally convinced of the improved aerodynamics!
The race was due to start at 2 p.m. to run over 54 laps of the circuit The ATS team had packed up as neither driver had qualified and Merzario was first reserve and still living in hopes. By the time the cars started to leave the pits to drive round to the grid, a steady drizzle of rain was falling, but not enough to wet the track so everyone was on "slick" dry-weather tyres, but it all seemed rather optimistic.
Once again the two black & gold Lotus cars occupied the front row of the grid, looking totally dominant, but the turbocharged Renault and Reutemann's Ferrari just behind them made the situation interesting. From row three, behind the Renault, Jacques Laffite had no intention of being baulked by any slowness on pick-up by the Renault, and as the 26 runners finished their pace-lap and paused on the grid for the green light to come on, the Ligier was already inching its way up alongside the Renault on the outside. It was a good start and everyone got off well, with Reutemann imposing his Ferrari between the two Lotus cars, with Peterson leading. Depailler had made another of his meteoric starts and was well up with the leaders. Caught napping by Reutemann in the opening manoeuvres Andretti tried to go round the outside of the Ferrari and spun off into the barriers. Scheckter and Depailler rocketed past but already Peterson was gone into the distance. His lead at the end of the first lap was incredible. Looking serene and safe Peterson ended the opening lap with no one near enough to challenge him, but behind in a roaring nose-to-tail mob came Scheckter, Depailler, Reutemann, Hunt, Laffite, Pironi, Watson, Jabouille.
The track was a lot more slippery than most people realised and on the fourth lap Scheckter slid off and crashed into Andretti's abandoned Lotus, doing neither of the cars any good. This left Depailler in second place followed by Watson, Jabouille, Hunt and Laffite, for Reutemann had had a "moment" and dropped back

down the field. On the far side of the circuit a heavy rainstorm was approaching and conditions on "slick" tyres were impossible as rain swept across the valley. Even before the rain, at the start finish area great rooster-tails of spray could be seen billowing out behind the cars as they descended the hillside from the top straight. At the end of lap 6 Villeneuve headed for the pits for rain tyres, having executed a monumental spin, and next lap Jabouille lost control of the Renault, managed to gather it all up and also stopped for rain tyres. Peterson finished lap 7 in full control of the situation and when the last car had gone through the officials decided to stop the race and the red and black flags were held out, meaning "Race to stop and restart at a later time." After the decision had been made Peterson spun off onto the grass and got stuck, so it was Depailler who arrived first at the red and black flags, and as the rain poured down the Austrian GP came to a grinding halt.

It was clearly stated that the Grand Prix would now be considered a two-part race, the first part having run for seven laps and the starting grid for the 47-lap second part would be in the order in which the competitors completed lap 7. That was, Peterson, Depailler, Watson, Lafitte, Pironi, Lauda, Hunt, Regazzoni etc. Only those cars that arrived back at the pits under their own power would be allowed to start in the second part and there would be no changing to spare cars, though repairs and resetting of suspension and brakes for rain conditions would be allowed, and naturally everyone fitted knobbly rain tyres.

Peterson and Reutemann drove their cars back, having been extricated from the grass verges. Patrese's Arrows was towed in, with the nose cone damaged, and should have been wheeled away, but in the confusion the Arrows management sneaked the car into the pit lane and started repairing it, even though it was all obviously illegal, but Oliver, Rees and Southgate seem to thrive on such situations. The restart was timed for 3 p.m. giving everyone adequate time to prepare their cars for a really wet track. At twenty minutes to 3 p.m. the pit road was to be opened to allow cars to set off on a warm-up lap, and ten minutes later it was to shut and anyone left behind would be out of the second part of the Austrian GP. It was all quite clear, but there was some discussion as to whether Peterson and Reutemann had received outside assistance driving the first part of the race, even though they had driven their cars back to the pits. With Peterson on pole position and Reutemann in last position, having spun off on lap 5, it was a delicate situation, but was resolved by allowing them both to restart, though Reutemann would be considered to be two laps behind at the start of the second race. There should have been 21 cars lined up in pairs for the second part, Andretti, Scheckter, Rebaque and Piquet being irrevocably out, and technically out, but there were 22 cars on new grid due to the Arrows team's shady tactics.

By the time it was all sorted out it was 3.15 p.m. and though the heavy rain had stopped it was still very wet. The 21 cars plus the one illegal one, did their pace laps and drew up on the to await the green light, The light went green, Depailler, Laffite and those on the left went with spinning tyres, while those on the right dodged around a stationary Brabham missing it by mere inches. Hunt was committed go by on the right, between the Brabham and guardrail and made it by an unbelievably small amount, and all looked to be all right until tail-enders arrived and Patrese tangled with, in avoiding the Brabham. The Patrese spun into the air, and crashed down pointing wrong way and the Ensign was punted into barriers. Watson was push-started and away leaving the bent Arrows and Ensign behind, just retribution for the Arrows, but unfortunate for the Ensign.

Meanwhile the opening laps of the wet second part was a repeat of the dry first part, for Peterson had a huge lead at the end of the lap. Pounding along behind were Depailler, Lauda, Laffite, Daly, Villeneuve, Pironi, Stuck, Fittipaldi, Brambilla, Reutemann (having passed eight cars on the opening lap). The start line wreckage had been rapidly cleared before Peterson ended his first lap, the Ensign being quickly towed away and the Arrows being pushed away on to the grass verge for Jack Oliver and his cohorts to survey and (hopefully) ruminate upon.

With everyone on "wet" tyres the race was on, if you could call the pursuit of the lone Lotus, a race. Peterson cruised away with ease and the interest behind was the sight of Lauda passing Depailler and taking second place, and Reutemann storming through the field into fourth place, the knobbly Michelin tyres obviously doing a good job. After six laps the track was drying visibly and Tambay made a pit stop for "slick" tyres and this was the start of a spate of tyre-changing and everythinjg became confusing. One or two drivers like Peterson, Lauda and Reutemann were taking unusual lines through the corners in order to splash through wet portions of the track, rather than follow the correct line which was drying out. In this way they made the best use of their "wet" tyres for as long as possible, but the skies were indicating no more rain, so tyre change stops were inevitable for everyone. It was not until the end of lap 11 that Peterson was seen heading his Lotus down the pit lane and as he stopped Reutemann went by into the lead, as Lauda was also heading for the

pits. The Ferrari driver was really flying on his "wet weather" Michelins, though of course, he had a two-lap deficit as far as the overall picture was concerned. Peterson rejoined the race in sixth place, and Lauda in eighth place. Peterson was soon in the lead again. In trying to catch the Lotus Lauda had tried too hard and spun off into a barrier, and though he got back to the pits still in third place the rear suspension was too badly bent to continue. This left Peterson way out on his own, driving tidily and smoothly, with no great strain, but needing to exercise considerable caution for the track was still very treacherous in places. Villeneuve rejoined the race in second place, ahead of Stuck, who had got his Shadow past Depailler's Tyrrell, but the Frenchman wasn't giving up. As the two battled away together they gradually closed up on Villeneuve's Ferrari, and for three laps there was a very good three-cornered dice going on with second place at stake. so the race order was now Peterson way out ahead, Depailler second, Villeneuve third, Daly fourth, Fittipaldi fifth all on the same lap)



Peterson celebrates on the podium August 1978

At 30 laps there was no change, though Peterson lapped Fittipaldi the next time round, and then Daly had a spin on the tricky surface and could only continue after being pushed back on the track by the marshals, which naturally meant the black-flag and exclusion. It was an ignominious end to a very spirited drive. Tambay also spun off but did not restart and with nearly 50 seconds lead Peterson could cruise home to a well-earned victory, even though Depailler and Laffite were recording fastest laps between them. Just before the end of the 47 laps Peterson set a new fastest lap for the race in 1 min. 43.12 sec., at over 128 m.p.h. and cantered home

After what had looked like becoming a total shambles the Austrian organisers recovered the situation well. We will close with a final comment from D.S.J "Peterson may be designated number two in the team, but he is certainly very capable of stepping into his leader's shoes when the occasion arises, Such as it did on the first lap of the Austrian GP".

John Surtees in an interview with Autosport recalled the best race of his life as the 1963 German GP. Well, it had to be didn't it, he beat Jimmy Clark.



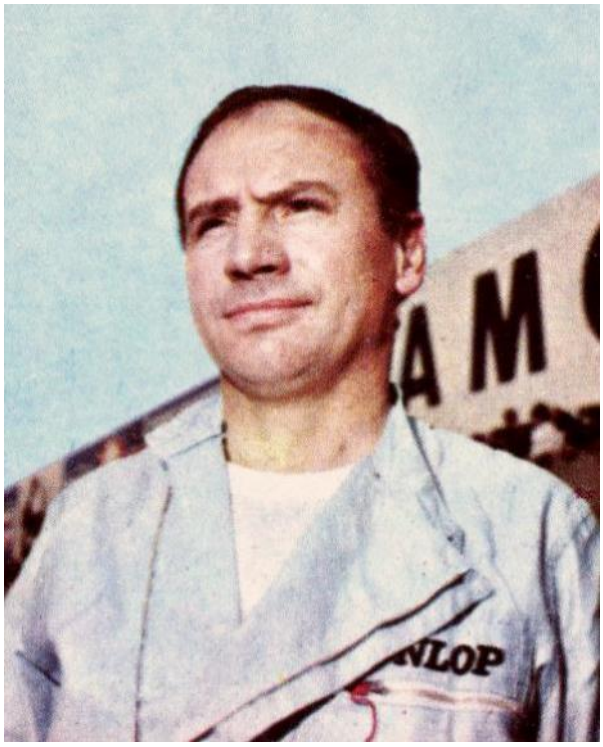
John Surtees eventually got past a crippled Jim Clark

On the 4th August 1963 (60 years ago this month) The Nurburgring was again the host of that years Grand Prix. The results of practice saw Clark on pole position followed almost 8 seconds later by John Surtees in a Ferrari, Lorenzo Bandini and Graham Hill both in BRM's, then Bruce McLaren, Richie Ginther and Willie Mairesse. Our old mate Carel Godin de Beaufort stated in 17 positions almost 40 seconds behind Jimmy.
At flag fall, Clark sprinted into the lead closely followed by Surtees, both of them a good distance from the rest of the field, where chaos and mayhem was befalling many of the top runners.
Bandini spun in front of Innes Ireland who crashed into him. Retired from Formula One in 1963, Ferrari driver and world Champion in 1961,Phil Hill predicted a rough future for the Ferrari team. He said there was too much competition between Mairesse and Surtees. Specifically, he commented "they will harry each other so much that they will force each other to make mistakes". His words came true when Mairesse's car crashed during the race. The Ferrari blasting through Flugplatz became airborne, clipped a ditch and turned over multiple times after swerving off the track. He was rushed to the hospital with a broken arm, but the crash had further tragedy when a wheel was ripped from the car and hit Gunther Schneider, a Red Cross Volunteer as he stood by the side of the circuit fatally injuring him. This race marked the end of Mairesse's F1 career. A little later, Bruce McLaren had steering failure on hic Cooper in the very same place and his car roared off the track crashing into the trees. Bruce was taken to hospital unconscious although he suffered no serious injuries.

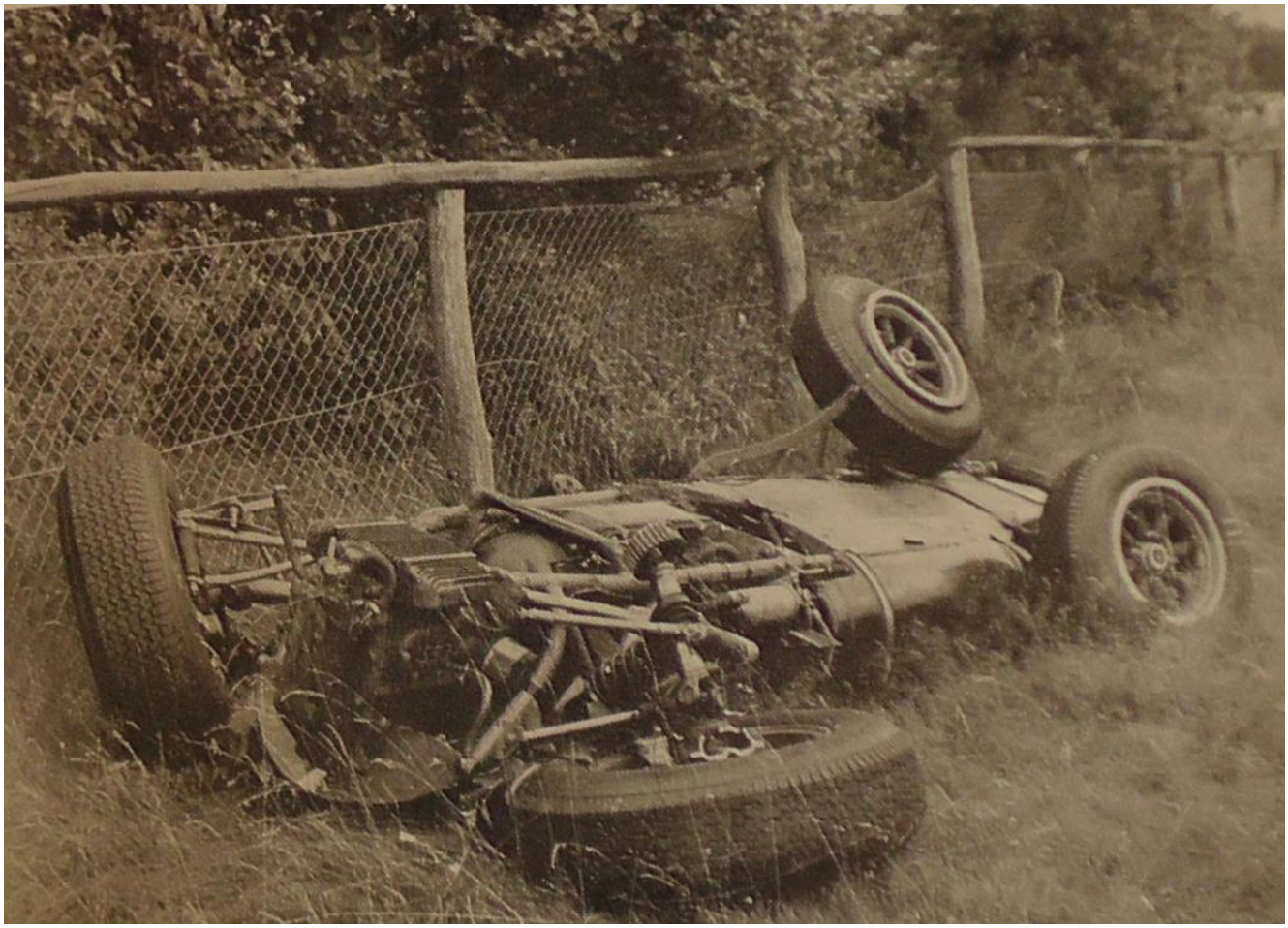


Back at the front Clark was still leading Surtees but only just. For a while they were joined by Trevor Taylor in the other Lotus, but he dropped out with one lap to go. Clark's engine was sounding worse with every lap even though Jimmy was nursing it around. Towards the end his engine went down to just seven cylinders and John was able to easily slip past him. Clark finished a disappointing (for him) second. Ginther completed the podium after fighting back from his gear-

box problem, while Gerhard Mitter and Jim Hall claimed the first career points, with Jo Bonnier rounding out the scorers. John Surtees recalls the time, "The 156 Ferrari was a bit of an antiquated car. The 62 car was a disaster for the team because they had put all of their money into Le Mans…so the F1 was a bit of an afterthought…Mario Forghieti, who had just come into Ferrari...and I, did some rejigging and got it working to an extent. The problem was that the 6 cyl. engine was a bit fragile and you couldn't rev it to where the power band was…but it was OK for the Nurburgring.
I was delighted because it was my first win in F1 and broke the Ferrari curse at the time. I didn't have a good relationship the team manager Eugenio Dragoni, but he was smiling. Then back at Maranello, there was a reception from Mr Ferrari…even behind the dark glasses you could see he was beaming and he gave me a huge hug".



Willie Mairesse



What was left of Mairesse's Ferrari after his horrific crash

President Ashton sent us these photos from the Goodwood Festival of Speed







Thanks to Evan Jones for these photos from Carrs Park August TK&C







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!

1973 Austrian Grand Prix saw Ronnie Peterson victorious for Lotus



Peterson takes the lead as the race starts

The 1973 Austrian GP was held again at the new circuit located at Zeltweg, on Aug 19th.of that year.
The Austrian organisers got it right by building their new circuit in glorious mountain surroundings which encouraged spectators to have an open-air camping weekend, and they continued to improve the location from year to year. People came from Yugoslavia, Italy, Switzerland, Germany, France and Great Britain, to form one of the greatest crowds ever seen in Austria. There were an estimated 50,000 for practice and race day estimates varied from 100,000 to 130,000 and it was certainly the biggest crowd seen at the Osterreichring (As the circuit is called), and they had everything going for them; glorious weather, perfect camping conditions, fairs, markets, beer halls, music, supporting races, parades, flying displays, and of course the Austrian Grand Prix for nearly 1½ hours. It was a veritable "summer-fest" with activity nearly all the week.
The McLaren and the Hesketh teams took the opportunity to do some unofficial practice and testing before the official periods began on Friday afternoon so that it was no surprise that they should set the pace when timed officially. The Hesketh March had been finely tuned aerodynamically in search of maximum speed at the expense of lower cornering power on some corners which were considered to be less important and James Hunt was putting the theories to the test with good results. In the BRM pits Lauda had discovered very quickly that his damaged wrist, sustained in the German Grand Prix, was not going to let him race, so his car was put aside as a spare, which was just as well for Regazzoni's engine blew up in a big way, a mangled con-rod being visible through a hole in the left side of the crankcase
In the afternoon session Lotus began to get up with the leaders. A sign that Peterson was beginning to get into the groove was seen when he came into the pits with his right rear tyre fizzing and bubbling and covered in blisters.

The day ended with Peterson out in front, closely followed by Hulme and Revson, and the official lap record had long since been beaten. The Formula One record was set the previous year by Hulme with 1 min. 38.32 sec., and now Peterson was down to 1 min. 35.37 sec.
On Saturday, with the temperature rising and the crowds getting larger. Team Lotus got down to some serious testing, using all their own tweaks and those of Goodyear tyres as well. The result was that by the end of the three-hour session, with its half-hour break, Fittipaldi had scored the first lap at under 1 min. 35 secs. with a time of 1 min. 34.98 secs, a speed of 224.04 k.p.h (approx. 139.1 mph) and he was alone in the class. Stewart tried too hard, too soon on the special "sticky" Goodyear tyres and returned to the pits with the left rear one flailing great strips of rubber. The McLaren team were still hard on the heels of Team Lotus



Francois Cevert retired on lap 6 with suspension failure

and the lone Ferrari was well placed, their driver Arturo Merzario having made a very respectable time with it on the first day of practice, and as practice ended Howden Ganley's engine blew up in his Iso-Ford and spread mess all along the finishing straight.
On Sunday morning the circuit was packed out and those Formula One Teams who still were not ready or felt they had not done enough practice, had an extra untimed session. Lotus were confident and spent the time on detail preparation and inspection, whilst Regazzoni's BRM was having its engine changed yet again. The entertainment, parades, and supporting races kept the spectators entertained from dawn until 3 pm when the serious business of the Austrian Grand Prix was due to start. The heat was terrific and as the cars lined up on the "dummy-grid" drivers and cars were covered with every form of protection front sunshades to tarpaulins. The field was held on the "dummy-grid" for a ridiculously long time before the signal was given that all was ready. The teams finally left the hot track as engines were started and the twenty-three cars moved forward to the starting grid led by the black and gold Lotus 72s of Fittipaldi and Peterson, with Emerson on pole. As the flag dropped Peterson made a superb start, with Hulme tucked in behind him, followed by Fittipaldi and Merzario. In the midst of it all Revson could be seen almost stationary with his arm extended upwards front the cockpit. His clutch had given up and the McLaren crept along the front of the pit wall and expired, baulking those immediately behind him as it went. In the dust and confusion Cevert baulked Beuttler, who had to lift off and Hailwood hit the yellow March in the rear and broke the oil cooler. As Beuttler went up the hill he left a stream of oil behind him, causing him to retire immediately. With the leader not yet half-way round the first lap two cars had retired, which was probably not a good start to the race.
Swooping and diving round the undulating circuit Peterson led the field on the opening lap, closely followed by Hulme, who looked to be in a belligerent mood, they were followed by Emerson Fittipaldi, Merzario (having a moment of glory in fourth place), Stewart, Reutemann, Pace, Cevert and Hunt, all going well. Hulme had split the Lotus team and there was not much they could do about it, though the rest of the field were trying to get themselves sorted out. On lap 4 Stewart forced his Tyrrell past the Ferrari into fourth place, but already the leading trio were getting out of sight. At the end of the third lap Hunt had arrived slowly at the pits with a control rod to the fuel metering unit broken and his race was ended, while on lap 6 Cevert ended his own race by misjudging the moment to pass Merzario's Ferrari and the two cars banged wheels together, the blue car suffering a bent front wishbone, while the Ferrari went on its way unharmed. Cevert roared into the pits at an absurd speed, but he didn't roar out again, his race was finished. Almost unnoticed Follmer drifted into the pits the Cosworth V8 engine in his Shadow misfiring, and two laps later, equally unimpressively Oliver joined him with the second works Shadow. At seven laps things looked a bit stable, with Hulme still close behind Peterson and Fittipaldi watching them from a little way off. Then came Stewart on his own, unable to match the pace of the leaders, followed by Reutemann, Merzario, Pace, Jarier, Beltoise, Fittipaldi (Wilson), and Regazzoni all within sight and sound of one another. Ganley was circulating on his own, with Hailwood

next along and then Hill leading the tail enders, comprising Stommelen, von Opel, van Lennep and the two black Shadows.



Peterson (centre), Stewart (left) and Pace (right) celebrate on the podium

Already the pace was below the old lap record, which was no surprise, but it was nothing like as fast as practice had been. Peterson was clocked at 1 min. 37.39 secs, with Hulme still on his tail and looking like having a go to get by. However, on lap 12 the McLaren went up the hill past the pits sounding less crisp than usual and next time round it was not only on seven cylinders and Fittipaldi had got by into second place. While this was going on at the front of the race, in mid-field Merzario had lost another place as Jarier forced the works March past the Ferrari, and Hailwood was heading slowly for the pits with a flat left front tyre. Peterson ended lap 13 comfortably in the lead, followed by Fittipaldi in the second Lotus, then came Stewart's blue Tyrrell and Hulme was charging into the pits, everyone except van Lennep going by while the McLaren mechanics looked at the engine and found a plug lead had come adrift down in the deep plug recess of the Cosworth engine. It was clipped back on and Hulme took off in a cloud of dust and wheelspin smoke, now in fifteenth position. With the threat of Hulme gone and with Stewart barely keeping pace, the two John Player Lotus cars had things all their own way and Peterson eased up and let Fittipaldi join him. Their pre-race instructions had been to "play it by ear" and see what the situation was, it being agreed that it would be to everyone's benefit if Fittipaldi could win, as it would give him a chance of winning the "points race" for the World Championship title. No matter which car won, the team would benefit in the Manufacturers Championship. In complete command of the race Peterson waved Fittipaldi by into the lead on lap 17 and the two Lotus 72s circulated nose to tail, completely untroubled by any opposition.

With less than half-distance covered the race as such was all over and the more disinterested spectators began to head off for the car parks, a long crocodile of people streaming down the hillsides. Surprisingly the BRM pits were all peace and quiet, both cars running faultlessly, if not very fast, but the Embassy pit received Graham Hill with the information that the Shadow felt funny. This was not surprising as the right-hand radius rod of the rear suspension was pushing its way into the monocoque, just as the left-hand one had done at Monaco! It was said that after the first incident the mounting had been strengthened, but only on the left side!

Suddenly, a black and gold car was seen to slow right up in the dip in the centre of the circuit. It was Fittipaldi's car and the engine had died. Peterson ended lap 49 on his own, his team-mate stranded by the trackside. The rubber petrol pipe feeding the fuel metering unit down in the vee of the Cosworth engine had come adrift from its union and there was no easy way of putting it back on. Peterson cruised home to a lonely victory while the drama of Stewart and Pace fizzled out . Stewart finished second, then Pace, Reutemann, Beltoise and Regazzoni in 6th. This was to be Jackie Stewarts final podium and Carlos Pace's first.

Thanks to The Lotus Forums for a excellent road test on the Emira



First impressions count and with the Emira, it's very obvious straight away that it's a 12-year in the making evolution of Lotus' mid-engined format sports car; with time, thought and investment clear to see. Our initial thoughts are of course focused on the ride and handling but you'd have to try hard not to notice how far the company has come/gone into making this a usable daily driver. The interior is very well considered and built with many small touches that are thoughtful and useful. Decent storage, both in the boot and the interior, are an upgrade from the Evora especially in terms of somewhere for a drink, for your phone, the things you want in the car every journey. The infotainment is a million miles away from the early Alpine system in the Evora with its unusable removable Blackbird Satnav. It's now fully integrated with wireless Android Auto and Apple Play matched to the KEF sound system and very useful baseline infortainment. The dash is nothing short of stunning, with useful and usable information right in front of you in the form of widgets that can display items such as a G-Force, Power and Torque meter, Tyre Pressures, Radio Settings or a very smart moving map in the centre of the speedo and rev counter. The touch sensitive steering wheel controls for these are pretty intuitive to work through many of the menus, however it would be great if that could be disabled in perhaps Sport and Track mode via the software as it's very easy to start swapping through the displays without wanting to by brushing them with your hand. They are also push to switch, so it's just the touch element which means you're seeing your radio station rather than tyre pressures or power meters when you want them. We did think that you'd get used to this level of detail on the display pretty quickly though, but was pleased to keep enjoying having the power meters on display, which you can have on the main dash or centre screen under the 'Performance' option on there. Who wouldn't want to see that sort of information when driving a sports car! While with connectivity to your phone giving the best sound quality, the DAB radio was tricky to select stations on, however we've since learnt that you need to pull down from the top of the screen to refresh the station list. Not something we'd have guessed at and while we're talking about the



interior, the indicators are very quiet and the climate/ac lights are hard to spot in daylight plus the trinket tray in front of the gear stick either wasn't stuck down or is removable for cleaning, but being loose we could see some lights from one of the ECU's under it!



Another very useful upgrade which was a surprise is the mirrors. The side mirrors aren't massive, but the view is! Rather than (the very delightful) view of the air intakes on the Evora, the Emira gives you great lateral visibility but also pretty much the whole side of the car vertically which is very useful in daily driving but also means you can position the car better as you can spot the rear tyre placement on the road almost. It also means that the interior mirror isn't needed so much as you're aware of everything around you through the side mirrors. Very handy as other than a small gap and the brill view of the Supercharger Actuator, there's not much to be seen otherwise due to the height of the engine and transom and small aperture of the rear window. The headlights are also the best we've seen on a Lotus, a massive upgrade from something like the Exige which is bordering on needing a headtorch at times. Bright, good coverage of the road and full beams which give amazing visibility for a good distance. Nicely done and what you'd expect on a car of this level really.

The Emira is a re-engineered car from the road surface to your hands, and this is evident in the ride and handling. The car moves back to more of the early Evora ride, which was stiffened throughout production but lost some of that "magic carpet" feel of the earlier cars. This is evidenced by the "Phil's Spec" Evora GT410, which went back to Evora 400 dampers to soften the car a little. It doesn't even feel that extra couple of inches wider, thanks to the view from the driver's seat, which is very McLaren-esque with a very stooped bonnet and Becker Points allowing you to place the car easily. When pressing on, the car will move on the road but with a confidence that you're 100% in control and it's not doing anything unexpected or skipping on less than ideal surfaces.



Talking of McLaren, the Emira is better dynamically on the roads than a 570s, as mentioned by an ex-McLaren employee who had a drive while we had the car. The steering is class-leading, with a lot of information fed back through the wheel. Lotus have managed to keep the stuff you need to know about and remove the unpleasantness of a busy steering wheel. This also follows into the Lear-sourced seats, with the chassis communicating grip levels as the car moves under you without being too much. If the aim was to make a car that's not going to loosen your fillings on a daily basis

but is a very satisfying drive when put under pressure, this is a solid win. The steering wheel is too thick due to the infotainment controls at the 9 and 3 positions but this is something you get used to quite quickly.



The brakes were good, but not as good as the later Evora with a lack of initial bite at the top of the pedal travel. However, once you're through that, we saw 1.2G under braking, which is no mean feat! The Evora used J-Hook 2-piece discs which were track-focused, but did mean that they were really excellent, a tough act to follow.

We've been driving cars with the Toyota-sourced 2GR-FE 3.5L V6 for a long time now, and there are no real surprises other than the noise. With an electronic valve rather than vacuum operated, it's now ECU controlled. The manual gearbox is a familiar item with an excellent shift and in our car, zero noise pulling away from a standstill, something many Evora's had and an annoyance for many. In Tour mode, the Janspeed sourced exhaust sounds good and familiar to the Evora. In Sport mode, it has a more nuanced, beefy tone until 4.5K when it comes properly alive and sounds brilliant, especially with some supercharger whine and plenty of burbles on the overrun. In Track mode, it actually quietens down so this car will pass noise checks and get on track, but it does have even more noise on the overrun, which turns heads on the roads. A proper sports car!

Having owned and driven Lotus cars for a long time, people paying attention to the car comes with the territory however the Emira has taken this to the next level. It was very, very often mistaken for a McLaren and for those who do know, being a new model, it was the start of many roadside and car park conversations. Even stopped locally at Thetford having just picked up the car, at least 5 people commented on the car or wanted to talk about it in a brief 10-minute stop! Kids love it, jaws drop, and thumbs are raised. Petrolheads love it too, especially when they find out the price. It does look like it should cost twice what it does and then some.

Does it work as a daily? For us, no, it feels too special but that may just be our attitude to sports cars, they're for fun days at the weekend and special occasions and drives. For people who want something quick and useable like this as a daily, yes, it works, it definitely does. It's useable, practical, good on fuel, has all the creature comforts you'd need, with few issues that would put you off taking it anywhere, anytime. We used it for shopping, the school run, and many spirited drives and saw an average of 22MPG over 600 miles. It works for that and will provide many owners the experience they are after from a daily sports car. Well done Lotus, the week left us very smitten and whoever called this the most accomplished Lotus road car was on the money. Can't wait for a go in the I4 when it's out too!



It doesn't always have to be about Lotus, does it?
Fay Taylour, probably the most famous woman in motorsport died 40 years ago this month but today is virtually forgotten, read on to find out why!!



Fay Taylour's 1928 Douglas

While virtually forgotten today, Fay Taylour was among the most world's most famous motorcyclists in the 1920's, and the most successful female motorsports competitor of the 20th Century.

Francis Helen Taylour was born 1904 in Birr, Ireland. She was extremely competent physically, and loved to hunt, fish, and ride horses. Her father was an officer in the Royal Irish Constabulary, and she learned to drive his Buick at the age of 10, and was a competent driver by 12. She was a champion bicyclist at her girls' school (Alexandra College), and after her mother died, she gave up academic pursuits to live with her father, who'd retired to Burghfield, a small town in Berkshire. There she met a mechanic who became a love interest, also he had a Rudge and taught Fay to ride. She soon bought a Levis 220cc two-stroke, then an OHV AJS K6 'Big Port' single in 1927. A local motorcycle dealer, Carlton Harmon, observed her skill on a motorcycle, and encouraged her to enter the 'Southern Scott Scramble' at Camberley Heath, near Reading. The Scramble was a 24-mile circuit run twice, with a 'Venus Cup' for best woman rider, which Harmon suggested Taylour could win. Harmon gave her instruction, and suggested she ride as she was inclined, which was 'flat out'. She practiced the course daily before the event, to master its several steep hills, 'Wild', 'Wooley', 'Kiliminjaro', and Camberley. She wore a distinctive oversize man's cap while riding, and during official practice for the Scramble, Jimmy Simpson and George Rowley, both factory-backed racers, couldn't keep up with the rider in the unusual cap – who they later discovered was a girl. She won both the 'Novice' and 'Venus' cups, in her second-ever motorcycle event. In only four months of Trials competition, she had earned enough prize money to live on for the year, and soon looked for work in the motorcycle industry in the Midlands. She landed a job at Rudge as a secretary, but was selected to ride with the factory Rudge Trials team for 1928, and given a 500cc four-valve competition model. She promptly won the Ladies' Award in the London-Gloucester-London Trial, but lost the speed test, as a compression plate had been added below her Rudge's cylinder barrel. For her next trial, she worked until 3am removing the plate and rebuilding the motor in her hotel room, then rode that morning without a single loss of marks…but had to be content with a Silver medal – the same as her male factory teammates – as she'd lost 50 points for arriving late to the competition.



Poster for the Sydney showground. Interesting spelling of 'tomorrow'

In 1928, Taylour was the first dirt track

racer from Europe or the USA to travel to Australia, the home of the sport, to compete with the local champions. She first landed in Perth, where she trumped the 'unbeatable' Sig Schlam on his home track, equaling the track record, then went to Melbourne, where she trounced the local hero Reg West, and held the lap record at his track for a year. After a successful tour of Australia and New Zealand, in which she was heavily advertised in advance of races, with tens of thousands of spectators coming to see her, she returned to Britain and won the Cinders Trophy for the fastest lap in an International contest, in front of a crowd of 30,000. At a race in Southampton she even beat Sprouts Elder, the legendary American dirt-track expert.



Fay, demonstrating a couple of her assets!

Taylour returned to New Zealand and Australia after the end of the UK riding season in late 1929; she was greeted as a star in both countries, and promoted as one. She defeated the New Zealand champion (Mattson) and recorded FTD at Auckland, then took .8sec off the lap record at the Dunedin track, beating the local champion (Young). She returned to the UK in Spring of 1930 to discover that women had been banned from the dirt tracks, and in May 1930, women were banned from riding speedway in Australia as well! Apparently, the ban wasn't the promoters or riders who stopped women racing, it was the insurance companies who feared the reaction if a woman was killed in a race.

Banned from doing what she loved, she turned in 1930 to racing cars. For the next 24 years she had various successes, setting a record on the 'Rianchi Run', a 300-mile course from Calcutta, driving a 1931 Chevrolet, which gained her an entry at Brooklands in late 1931 aboard a Le Mans Talbot 105, in a women's race, which she also won. She won the Leinster Trophy in Ireland in 1934 (driving an Adler Trumpf), and won the Hill Circuit Trophy at the Shelsey Walsh hillclimb. She won a women's race at Donington, competed in the Mille Miglia, and again at Brooklands with a Alfa Romeo 8C Monza, coming in second after lapping at 114mph. She was so full of excitement driving the Alfa that she continued hot lapping the circuit after the race, and had to be stopped by a flagman stepping in front of her car; she thought it a great joke, but she was disqualified from the race and fined.

In September 1939 Britian declared war on Germany and we now get to the reason Fay has almost disappeared from the history books. Whilst always a Nazi supporter, at this time she became outspoken in her support for Hitler and against the war. She became so active in this role that on the 30th May 1940 she was arrested at her home and sent to Holloway Women's Prison (along with Diana Mitford) and later transferred to Port Erin prison on the Isle of Man. After 3 years here she was exiled to Ireland. Her country of birth to which she held citizenship. (Ireland was officially neutral during the war.) She carried on her agitation all the way to war's end. Her reputation in Britian was gone so she went to America and settled in LA where she sold Jaguars and MG's at the same time she took up midget car racing on dirt tracks.



Fay with the Alfa Romeo 8c Monza racer at Brooklands

During the 50, somewhat forgiven, she had returned to the UK and was racing a 500cc Cooper at British tracks, but a new generation of driver was emerging with the likes of Stirling Moss and Peter Collins. She retired in the late 50's and went to live in Dorset. In March 1975 the British MI5 closed their file on her and she died from a stroke at the county hospital on the 2nd August 1983.


HSRCA 2023
CALENDAR
NEW YEAR HISTORICS
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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GUARDIANS HISTORIC RACING
SHANNONS
www.hsrca.com
historic sports and racing car association nsw

Answer to last months "Now who Said That?"



Last months quote was

""Despite people telling me that there were mono-coque 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..."

For a while I was concerned that I had lost all my readers then Evan Jones came in late in the piece with the correct answer of Colin Chapman



This photo illustrates the great respect that Colin an Jimmy had for one another

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

"Girl, you must win!' And win I did! From that date my career as a racing motorcyclist began"

This again 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



USE CAR'S EXHAUST TO CLEAN CUSHIONS

Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

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
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



NSW Members Rob & Candy Costa sent us this photo from Stresa on Lake Maggiore Italy. Rob writes "In Stresa, Italy at the moment…just a quick photo to make you jealous"

For Sale



1969 LOTUS ELAN SERIES 4 SE Drop-head coupe. Chassis number 36/8375.

Very original two-owner car purchased new by Ray Gulson from Canberra in kit form.

Sold to Bill Wade in 1971 who stripped it down for a total restoration in 1975. Completed some years later and has never been driven in the rain. Even though it is an older resto, the car presents very well. Deviations from original are the fitment of Minilite mags with octagonal spinners, solid rear driveshaft conversion and removal of roof as it was a fixed head coupe when new. Original wheels and spares included. Car has always been garaged and driven sparingly. Winner of multiple concours prizes over the years and well known to older club Lotus members.

Priced at $65000. Contact Chris Wade on 0418 438021. Located one hour north of Sydney.



For Sale



LOTUS SUPER SEVEN
Chassis number SB1707.

Originally owned and raced by Marie Nolan from Queensland 1964-65. Sold to Moss Angliss in 1965 who raced it until 1970. Sold to Dr Mike Jones who later sold it to Bill Wade from Sydney in 1973.

Bill was one of the founding members of Club Lotus and restored the car over a period to concours condition. Winner at many car shows over the years, always garaged and never driven in the rain. Well-known within the club and a regular attendee at club outings. The car featured in Modern Motor August 1984 and photos of it appeared in Dennis Ortenburger's book on the Lotus seven.

The car's current condition is very good considering the time elapsed since restoration. Full history available and spares included. Asking $68000. Contact Chris Wade 0418438021. Car is located one hour north of Sydney.



Free to a good home

Free to a good home.

Original roof for Elan S1 or S2 – old and would need a lot of refurb.

Would need to be collected from the Central Coast NSW.

Call John Culvenor 0417 407 900





Wanted

Caterham Seven wanted, all models considered, preferably registered for road use in Australia.

This is a private purchase, buyer lives in Perth WA and will organise and finance shipping if necessary and would be happy to take a flight to inspect should the vehicle look promising.

Send us an email at web@clublotus.com.au if you have a car to suit John, or would like to reach out to him



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.

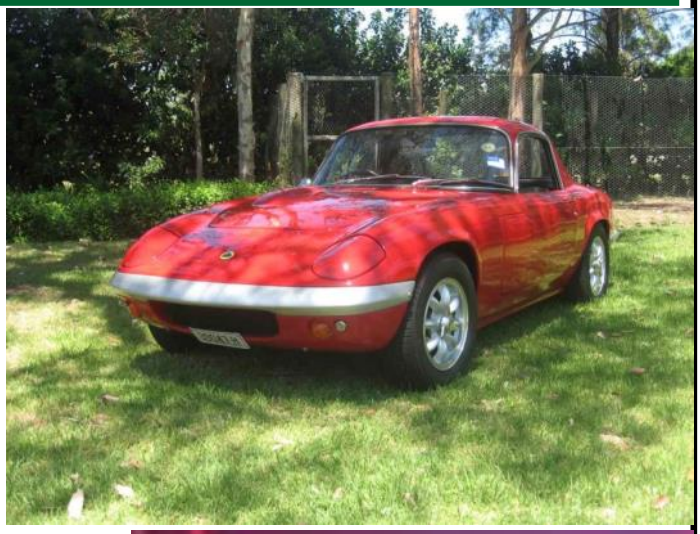
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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









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 upgrades, including:

Motor 270HP SSC Stage 2 power upgrade (supercharger pulley, injectors, airbox, tune)
SSC prototype headers, sports CAT and lightweight 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. Polyurethane 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)









