OCTOBER 2023

Chunky's Chatter



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



Inside this issue

Ashton sends us some great photos from Malcolm Ricketts open day

Lotus wins the 1973 Constructors Championship under sad circumstances

The Kings School all British day happens at last.

October 2023

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

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

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

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COVER Photo The 1949 Mk 2 Trials Car and the first to carry the Lotus name. from Malcolm Ricketts day 2023. Photo from Ashton.

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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Presidents Prattle
With Ashton Roskill





Morning all,

Summer's here! Well, not HERE, as I'm still in the UK for a few more hours, but I gather it's arrived where most of you are.

Which I'm much looking forward to.

Having said that, having back to back summers is good value. Even if the UK summer has been, putting it kindly, patchy.

But well worth being here this month. We had a glorious weekend at Goodwood Revival which included among many other interesting and exciting moments a celebration of Lotus's 75th anniversary. There was a daily track session for a wide representation of cars, from the replica Mark 1 (driven by Jane, Clive's sister) through most of the key milestones and including the jet car and, of course, everyone's favourite, the Type 72! On song. What's not to like!

You may have seen video of the GTO which caught fire - that was quite exciting too. And fortunately ended well enough for both car and driver for me to be able to write this.

Two weekends ago there was the gathering of great and good from the past at Hethel to celebrate long lasting friendships among the ex- and current staff, which I gather went really well and may become a more regular thing.

And this weekend just gone was Malcolm Rickett's Workshop Day, which was a lovely way to spend a few hours chewing the fat with Malcom of course but also Clive, Nigel Halliday and of course William Taylor (for those able to make our celebrations in June, William and Olivia seemed to thoroughly enjoy themselves. Apart from the unseasonably cold weather!). Photos of some of the attendees ant Malcolm's event attached.



And so my three month experiment working from the UK comes to an end. I'll be very happy to get home of course, but it has been a great experiment and experience. One to learn from certainly.

So I am much looking forward to catching up at Tyre Kicks this month if you are there, and otherwise, happy reading and keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



Not long after the September issue of CC hit the streets, I got an email from South Australia member Andrew Stevens questioning the article on the 'new' Lotus 66. In particular, he questioned the sentence ***"Bespoke modern-day components include an aluminium forged crank, rod and pistons, which generate torque of more than 746 Nm at 7,400rpm"***

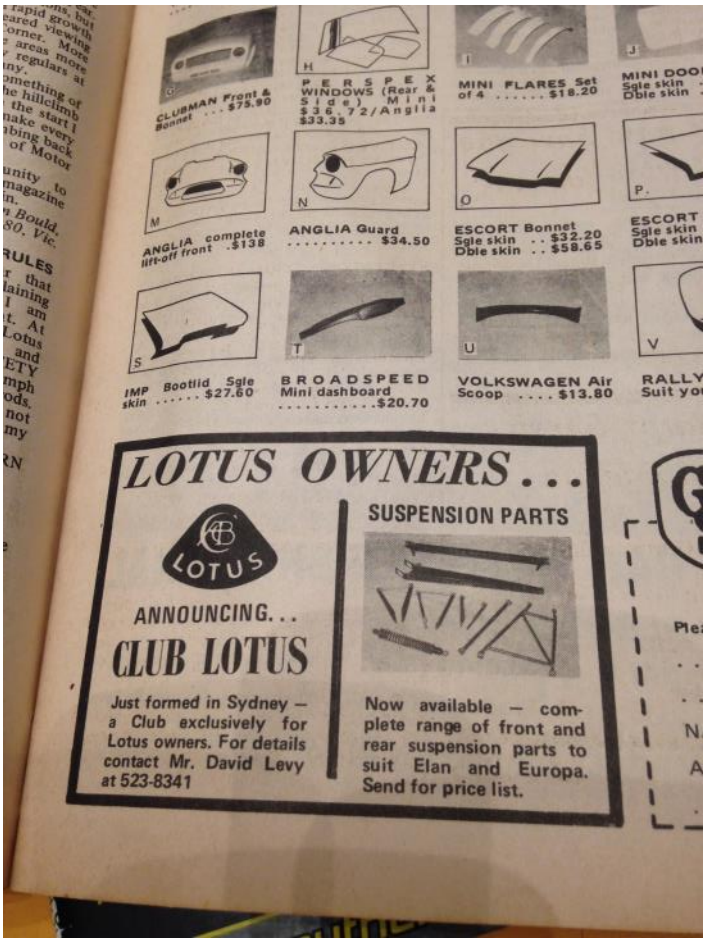
In fact, he is very correct. Part of my reply to him included the following 'explanation'.

I recall being puzzled about aluminium crank and rods when I first read it, I think it was from "the Lotus Forums."

So, I then checked some motoring publications, "Car and Driver', 'Road and Track' and they both quoted the crank as being aluminium forged.

Now sadly it's a long time since I was able to crawl under a car and my knowledge of the latest in metal technology is getting a bit rusty, (sorry for the pun!) so I did a double check in the Lotus Cars Media website and sure enough it had aluminium, although I noticed, when checking a week later that the word 'aluminium' had disappeared!

Whenever I write an article, I try to source my information from its primary source or as close to that as possible, but with this gadget, the primary source is simply what has only recently been written. It is a damming indictment of today's motoring journalists that they do not fact check, but simply do a cut and paste from where they first read the article. This mistake was clearly perpetrated by the originator of the press-release (whoever that was) and has simply been copied by everyone else (Yes, myself included!) Arrh, for the days of B.B. and D.S.J.



Thanks to Evan Jones for this ad from a very old copy of Racing Car News. Seems loke CLA were going into the spare parts business.

However, I must say, it's been happening for a while. I recall reading something regarding the Type 14 in a book written by Dennis Ortenburger, who was regarded with some reverence as an expert on the Elite. It didn't sound right, so I dug deeper and back as far as I could go, and sure enough it was Ortenburger's mistake. The interesting thing, however, was that it has been perpetrated by every Elite book since! In respect to Dennis, who was a great bloke, I won't indicate what the mistake was.

Canberra member Neil Trama has sent the club an invitation to attend the Tarago Classic Car and bike show later this month. Derails are on page Seven.

I didn't mention it in this months issue but the Australian motorsport world was saddened by the recent death of Tony Simmons. Famous for designing and building the Simmons wheels and for designing and building the Hustler clubman cars.

Tom

The 40th outing of the Kings school All British day Sunday September 17th.

Words Seth Reinhardt, Photos by Seth and Mark Skippings.



Sunday the 17th of September, 2023, found us at The Kings School in North Parramatta for the 40th outing of the All British Day. Scroll along, and enjoy a few photos of the day.

Between the rains and the plague, the All British Day suffered a string of cancellations in recent years, and the community was pleased to return and finally celebrate its 40th event this year. The weather cooperated, putting on a stunning spring day for the event, which just scraped in before a spring heatwave hit the city.

While the school's usual festival was not held this year, the turnout to the All British Day itself was excellent, filling the picturesque grounds with British motoring machinery of every make and model. Club Lotus contributed admirably, fully subscribing our allotted tickets and bringing out everything from the brand new Emira to Elites, Elans, Esprits and more.

As always, it was a wonderful opportunity to catch up with friends in the club and enjoy a chat and a picnic. We're looking forward to the next event – hopefully not with such along break between outings this time.




GM-522


TF-061


Tarago
CLASSIC CAR & BIKE SHOW
SUNDAY 29 OCT, RECREATION AREA
2124 BRAIDWOOD ROAD, TARAGO
SHOW CAR ENTRY - $20 IN BY 9AM
SPECTATOR ENTRY BY DONATION
RAFFLE I TROPHIES I BBQ I COFFEE VAN & MORE
MORE INFO: 0492 422 270

Some more photos from Ashton at Malcolm Ricketts open day













60 years ago this month Jim Clark was victorious in the Mexican GP held on October 27th 1963



Clark grabbed the lead from the start and was never challenged

The city of Mexico stands 7,400ft above sea level, and the normal barometer reading of 29.90in at sea level drops to 23.09 at this height. The main problem teams had to face was the mixture control. In 1962, when all the entries were on carburettors it was fairly simple to change jets until by a "suck-and-see" method a correct mixture was obtained. For 1963, however, most cars were using fuel injection and to weaken the mixture enough it was necessary to re-shape the metering cam.

Other than the cars, the altitude had its effect on the drivers and mechanics. Any effort increased the heart rate and left one very short of breath. The local people explained that the system adjusted itself in four to seven days but by that time most participants were on their way home.

Team Lotus had three cars entered. For Clark there was the car he has driven all season, Taylor was in the latest model still with the Hewland gearbox, while Pedro Rodriguez was to drive a carburettor model.

When qualifying started, Clark was soon in his stride and in a few laps was down to 2min .05sec. Then he came into the pits complaining that he was unable to get maximum revs. Taylor followed him in, his car being unable to go over 9,400revs, even in low gears. One by one the cars returned to the pits with similar troubles and work of further mixture weakening went on in every pit.

Rodriguez had only done a few laps when the timing chain in his Climax engine broke, causing a lot of damage. Unfortunately, Lotus had no spare carburettor engine, so the mechanics started stripping the engine down to see if it could be repaired from US GP engines held by other teams.

Clark's car was brought out again halfway through practice and he proceeded to do some very quick laps, culminating in 1min 58.8sec, a speed of 151.51kph.

Overnight a lot of activity went on in the garages. Lotus mechanics had managed to obtain a length of Renolds' bicycle chain from a shop in town and they set about rebuilding the damaged engine.

As time for practice on the second day drew near, the rain began to fall, and it poured all afternoon.

Race day was overcast but not actually raining. Clark's gearbox had been stripped and rebuilt to stop it jumping out of 2nd gear. Taylor was not going to use 1st gear due to the loss of the tooth. The Rodriguez Lotus became a runner at 4am on race morning.

The cars were wheeled out to the line and the drivers did a lap in the courtesy Fords they were using. On arriving back at the pits they all shook hands with the President of Mexico and then most of them did a warm-up lap. The rain that

was forecast tried to start but it never developed into more than a few spots.

The flag dropped at 2:30pm and the 2nd Mexican Grand Prix was under way. Clark leapt into an immediate lead, while behind him Hill's BRM jumped out of gear and he lost valuable time re-engaging 1st gear. At the end of the first lap the order was Clark, Surtees, Gurney, McLaren, Ginther, Brabham, Bandini, Hill, and Rodriguez,

On the next lap, the gap started to open between Clark and the rest of the field. Gurney moved into second place with Surtees dropping behind him. Ginther passed McLaren into fourth place, and the field behind was already beginning to open up.

For several laps the lead remained constant but on the eighth lap Maggs pulled into the pits to retire when the bearings went on his borrowed engine.



A victorious Jim Clark finishing an outstanding 90 seconds ahead of second place Jack Brabham.

Surtees, lying third, did not seem very happy. On the long fast curve before the pits, he was understeering to such an extent that blue smoke was pouring from his left front tyre for almost 200 yards towards the end of the bend. With this type of handling he was unable to stop Brabham passing him on the 15th lap. Four laps later the Ferrari came into the pits to have the rear tyres let down; after air had been let out, Surtees found the starter would not work. As the car was being push-started officials stepped in and refused to let him leave the pit area, so after a few more tries at starting, the car was wheeled away. The reason for the bad handling was that the front suspension was slowly collapsing and the car was hitting the stops all round the circuit.

On the same lap as Surtees went out, Taylor retired, not with the gearbox trouble he expected but with a broken cam follower and big-end bearings rattling badly.

In the lead Clark was still keeping up the tremendous pace he started with, consistently lapping in 1min 59sec. On the 26th lap he was 25sec ahead of Gurney, who was 13sec ahead of Brabham. Next, 1min behind Clark, came Ginther and McLaren, and 4sec behind them came Hill and Bandini.

At the half-way stage Gurney began to have his usual trouble of fuel starvation; the fuel pressure dropped from 60 to 40lb and as he began to misfire Brabham gained slowly on him and on the 34th lap passed into second place. Two laps later Bandini suddenly went on to five cylinders, sounding exactly the same as Surtees had at Watkins Glen. He pulled into the pits and retired on his 36th lap.

On lap 45 Gurney came into the pits with fuel all over his feet. To try to stop the misfiring he had turned on the spare fuel tank but no tank was fitted so the fuel ran out of the main tanks over his feet. Having got the taped-up tap on he was unable to turn it off, and had to come in for this to be done.

Bonnier caught Gurney and passed him into fifth place.

Hill spun on lap 59 just after the hairpin and lost 16sec on that lap, which enabled Clark to close up to lap him.

When Clark took the chequered flag only three cars were on the same lap. Brabham, 90 seconds behind was second, 1min 40sec behind, with Ginther 13sec behind him. Fourth was Graham Hill, who was just lapped by 3sec. The race was won at a speed of 150.125kph and Clark also made the fastest lap, 1min 58.1sec, a speed of 152.413kph.

Vale Scott McKay 1963-2023

Tributes from CLA member Graeme White and Scott's wife Georgia

Scott was a true motoring enthusiast whose passion led him to the lotus fold many years ago with a Caterham and then a Series 2 Elan.

For those in the club who know Scott, with his gentlemanly clever turn of phrase is well remembered and surely missed.

My Favorite of Scott's responses to me when I would complain about how busy I was he would respond with "That's Just retired talk"

Regards

Graeme White



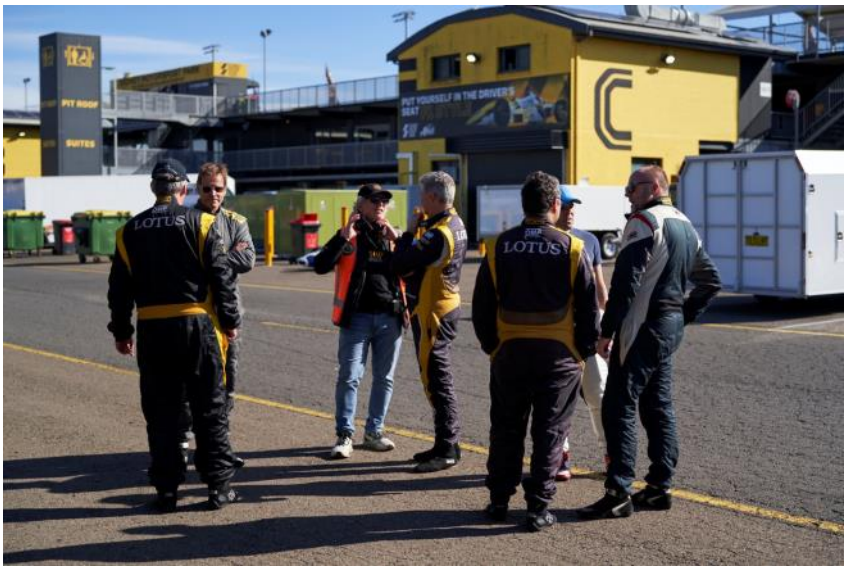
Scott was a lover of
cars. Fanatic? Obsessed? Eccentric? Passionate? They all describe his love of cars. We attended the recent Blue Mountains event and he enjoyed every story and every minute. He adored Lotus. He was lovingly restoring a 1969 Lotus Elan. Sadly, his cancer beat him to ever being able to drive it.

He credits his ability to read on car magazines. He used to say that when he was young, his mum would leave him in front of the car magazines and go do all of the shopping. He had read all the latest editions by the time she was back. I sent him away with the latest Octane magazine - he passed unexpectedly and didn't have enough time to finish it.

He was my love, a good man and happy to be in the company of good car friends and beautiful motor vehicle artistry.

Georgia Siabanis, proud wife of this Lotus lover

Saturday the 19th of August 2023 found us at Sydney Motorsport Park for the fourth round of the 2023 super sprint series, hosted by us!



Saturday the 19th of August 2023 found us at Sydney Motorsport Park for the fourth round of the 2023 super sprint series, hosted by us!

We were greeted at the circuit by a beautiful late winter's day, which offered up sunny skies with cool temperatures, Mr. Sun providing enough heat to put some warmth into the tarmac and tyres. 69 drivers set a time during the day, and we were grateful for the excellent support from competitors across all CSCA-affiliated clubs. Thank you!

The top of the timesheet, perhaps unsurprisingly, was commanded by Daniel Nolan in the Nola Chev, driving under the MG Car Club Sydney. The 1977 Nola Chev is an absolute monster, and a frequent winner in Group Q & R racing at historic meetings around the country. Daniel is no slouch himself, and ran a 1:36.14, with close to five seconds of clear air before any of the more modern cars.

Then, it was Club Lotus' time to shine, with Andrew Tendli, Colin Rudd, Martin Duursma and Richard Wodhams completing the top five. Tendli ran a 1:40.84 in the Elise Motorsport, topping the R5 class in doing so. Colin Rudd went third quickest overall, securing the fastest M3 time in the Exige.

Colin was followed by Martin in the Exige Cup 430 second M3, Richard claimed first in P2 with a 1:43.82. Brett Stevens and Ralph Thompson were just a hair behind, both steering Exige's to 1:44s, Ralph just two tenths slower than Brett.



Peter Taylor had a good run in the Exige 410 to sit atop P3 class, followed by Christopher Pearse in the Exige 420. Behind them, Peter Deller led a pair of quick Holdens, closely matched with Michael Baxter, Peter's 1:47.50 putting him third R3 behind a pair of fast Nissans driven by Keith Hammond and Mathew Wootten and just ahead of Tim Mackie running a 1:48.07 in an HSV GTS.



Following the big Holdens was Gregory Baker, who ran a 1:49.36 in the impressive Nissan Pulsar GTIR. In 21st overall, Kyle Lange claimed the top spot in M1 with a 1:49.87 in his Elise, putting eleven Club Lotus Australia drivers in the top 21.

Meanwhile, Tina Cho continues her steady move up the timesheets, running a 1:47.09 in the WRX R3, brother Derrick following with a 1:59.14 in the Civic Type R. John Culvenor's Elan beautifully presented and tidily steered to a 2:08.54 and closely matched with Sprite Car Club driver Bruce Melville in another Elan S3.

A huge 'Thank you!' to the many members, family and friends who assisted us in running the round both in the lead-up to the day and with the many roles required to make it all happen at the track. As always, while the driving is fun it's the social side that makes these days special, and that was enjoyed equally by competitors, volunteers and spectators alike.

Words and photos thanks to Seth Reinhardt





Peter Eppel and Rex Hodder on the dummy grid

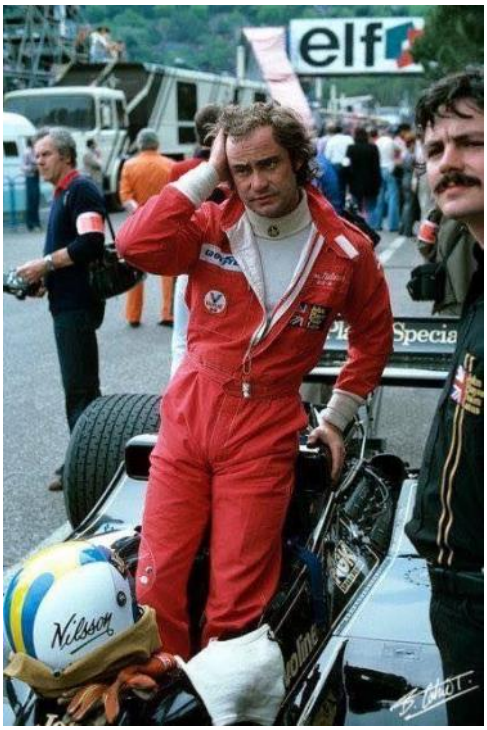
45 Years ago the world lost an outstanding new driver, not to an accident but to cancer. Gunnar Nilsson only ever drove in Formula One for Lotus.



Nilsson grabs a quick nap alongside his Lotus 77

In 1974`Lotus released its replacement for the 72, the Lotus 76. It has 4 pedals and an electronic clutch with a switch on the gearstick. However, for all its great features it failed to impress Ronnie Peterson or Jacky Ickx, who struggled with the car for most of the season. The following year, Chapman tried again with the Lotus 77. Again, whilst good on paper the car proved to be uncompetitive and led to both Peterson and Ickx leaving the team. Ronnie went to March and as a bit of a trade-off, March offered Gunnar Nilsson to Lotus. His first race was not particularly memorable. The South African GP he qualified last and was a DNF in the race. At the US GP West, his rear suspension broke in half, and he slammed into a wall at 160 mph. His best result for the season was thirds in Spain and Austria.

For 1977, Gunnar was joined by a returning Mario Andretti and together they worked on developing the ground effects Lotus 78 and things started getting better. He got a 5th in Spain at Jarama and has first F1win at Zolder in Belgium. The rest of the season he had a couple of reasonable results but was plagued by poor quality of mediocre car preparation. Relationships with Colin Chapman were souring and with Ronnie Peterson returning to the team, he was on the out, so he signed up for the new Arrows team for 1978 season.



At a routine medical checkup in December of that year he was told by the doctor that he had contracted testicular cancer. In fact, he had contracted it earlier in the year and probably accounted for his deterioration in performance during the year. After his diagnosis his health deteriorated rapidly, and he took a course in intensive radiotherapy. This typically had a disastrous effect on his appearance, losing an immense amount of weight along with all of his hair. Whilst he enthusiastically talked of a comeback, the cancer had spread to his lymph nodes. He never raced for Arrows and died on the 20th October 1978, just 5 weeks after the death of his good friend and fellow Swede, Ronnie Peterson died as a result of incompetence following a crash at Monza. One of his last public appearances was at Petersons funeral.

Lotus wins the 1973 Constructors Championship 50 years ago this month in a race saddened with tragedy.



The 1973 United States Grand Prix, otherwise known as the XVI Grand Prix of the United States, was the fifteenth and final round of the 1973 FIA Formula One World Championship, held on the 7th of October at Watkins Glen. Unfortunately the entire weekend, which was set to see Lotus and Tyrrell duel for the International Cup for Manufacturers, would be overshadowed by the death of François Cevert in practice.

The Frenchman was killed in the second of the three practice/qualifying sessions, having lost control through the *Esses* and slammed into the barrier. Cevert was killed on impact after his car smashed through the Armco and wrapped itself around the remains of the steel rails. The Frenchman had been seen talking to his teammate, and mentor, Jackie Stewart about the combination just a few minutes earlier.

The tragic death of Cevert caused Ken Tyrrell to withdraw the sister cars of Stewart and Chris Amon from the meeting, meaning the Jackie would miss-out on his 100th and final race start. All the other entrants would take the grid on Sunday,, but as a mark of respect, Stewart and Amon's grid slots were left empty on race day. Up the front, Ronnie Peterson was on pole, ahead of Carlos Reutemann. On the second grid position.

It was with heavy hearts that the race got underway on Sunday, with Peterson streaking into an early lead while Reutemann held onto second. The opening laps then proved to be fairly tame with very little action, until James Hunt elbowed the Argentinian out of the way for second.



Francois Cevert's tragic accident in practice.

Hunt quickly caught onto the back of Peterson over the following laps, although the Englishman was unable to get his March ahead of the Lotus. They were still being stalked by Reutemann, while Denny Hulme climbed up the order to fourth after his customary poor start. Emerson Fittipaldi ran in fifth for most of the race, but was forced to pit for a new set of tyres after slamming onto the brakes to avoid Hulme's spinning teammate Jody Scheckter.

The order then remained stable for



the rest of the race, although Hunt tried every trick he knew to try and snatch a shock victory. He, however, would ultimately fall shy of a maiden win at the season finale, with Peterson holding out with a six tenths of a second lead Reutemann was second ahead of the two McLarens of Hulme and Peter Revson, while Fittipaldi recorded to sixth.
The result handed Team Lotus the International Cup for Manufacturers, although they had already done so the moment Tyrrell withdrew their entries. As for 1973 World Champion Stewart, Cevert's death effectively ended any chance of him returning from his retirement.


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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Answer to last months "Now who Said That?"



Last months quite was

"Those who say that the Nordschleife is not dangerous, they are simply not driving fast enough"

Winner for this month was Peter Eppel who got his answer in a couple of minutes in front of Evan Jones

The answer was Jackie Stewart (**Sir John Young Stewart**) talking about thee old Nürburgring



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

'To hell with safety. All I want to do is race.'

In spite of this suicidal wish, he died in his sleep aged 45

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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
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

Rare 1973 Lotus Europa JPS Special

Rare 1973 Lotus Europa JPS Special. Fully rebuilt Twin cam with twin Webers, RAMS modified head with good torque and hp.

5 speed gearbox, Upgraded adjustable springs, shocks etc. Upgraded disc brakes all round. New alloy radiator and coolant tubes New headlining, dash top and carpets. New wiring loom.

Fully road registrable and currently on Historic plates.

Asking price $52500.

Contact Alan Pate on 0409 914455 or Len Goodwin on 0414 253114

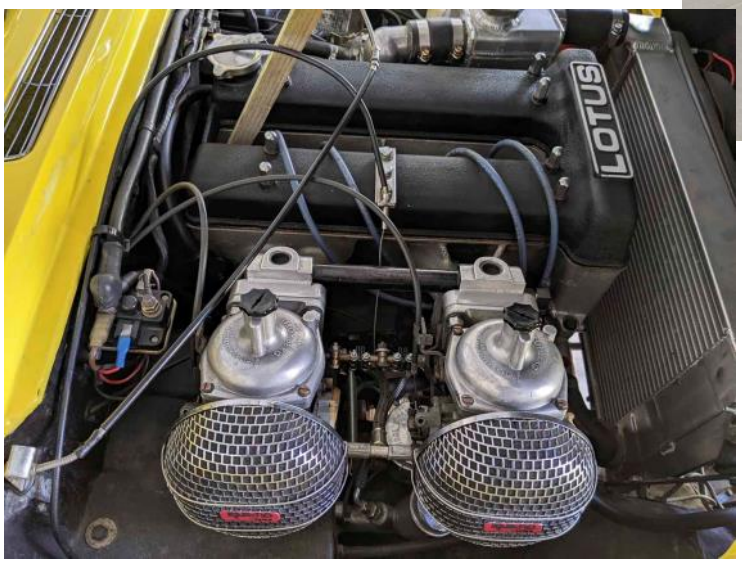




For Sale
1969 S4 LOTUS ELAN SE



The car is in excellent condition and will not disappoint on inspection. The car has an excellent soft top, tonneau cover and an unpainted hardtop. First registered on the 16th of April 1970, with the plates 'YVF794H' this Lotus Elan is noted as being the last DHC Elan produced before the revised numbering system in 1970. As an S4 'SE' (Special Equipment), this Elan was fitted from new with: High lift cams, 4 branch tubular exhaust, Semi-close ratio gearbox and peg drive centre lock wheels



Purchased with help From Kent Sports Cars in the When the Elan arrived in Fremantle on the 3rd of December 1996, the Lotus was stripped down and the restoration process began. The engine, semi-close ratio gearbox and differential were rebuilt by a specialist machine shop, with the rebuilt four-cylinder uprated past its original 'SE' specification by way of larger valves, modified cams, fully balanced rotating assembly and the head gasket flowed to optimise performance. Likewise, the drive shaft's rubber donuts were replaced by CV joints. The car is now fitted with an alloy radiator, twin thermo fans and sport air cleaners

The car is in South Australia 20 minutes from the city. Seeking $72,000. - Phone Stephen's on 0432968033.



For Sale

1985 LOTUS ESPRIT TURBO Series 3 - Pearl with Red interior



Looking for a caring new owner for my cherished Esprit Turbo.

Moving to an apartment at the end of the year and won't have any room. Will accept any reasonable offer provided it's looked after and maintained. I have had it 26+ years. 79,659 genuine kms. Serviced regularly by GreenSquare Garage, full service history available.

Just been serviced and registered on Historic Vehicle plates.

The Esprit is completely original apart from the touch screen media centre , however I have retained the original radio for re-fitting if necessary. The seats were re-trimmed in 1997 with imported leather from the Ferrari supplier.



Purchased June 1997 from Pickles Auction with 73,229 kms for



$38,280 . Lovingly Improved over the last 26 years.

Stuart Romm Tel 0409 900 561 email smromm@gmail.com

Dr Stuart M Romm

For Sale

I am wondering if any of you members would be interested in a running FWB engine for an Elite. I am cleaning out the garage and would like to see the engine go to a good home. It is still assembled in its original pump housing and I have had it running. I would think it is worth about $3000 but am open to offers. Cheers Mike Devine 0407946699





Elan Parts for Sale

1. Lotus Elan S4 twin exhaust mufflers in Stainless Steel c/ w polished tips NOS, $300
2. Lotus Elan S4- Sprint pair of chrome tail light bases (one with crack but serviceable) $180
3. Lotus Elan S4-Sprint pair of tail light lenses, some minor cracks but serviceable $60
4. Lotus Elan seats, very good original condition, offers
5. Lotus Elan pair of used rear drive shafts (safety type) for doughnuts.$80
6. Lotus Elan 3.77 rear diff used, (no diff hanger) diff only. $700
7. Lotus Elan carb airbox (outer box only) $100
8. Pair of Brand new Vitaloni Sebring chrome side mirrors c/w extended mounting feet, purchased from RD Enterprises (perfect for Elan, Europa etc) $160

Russell 0404 827777

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.

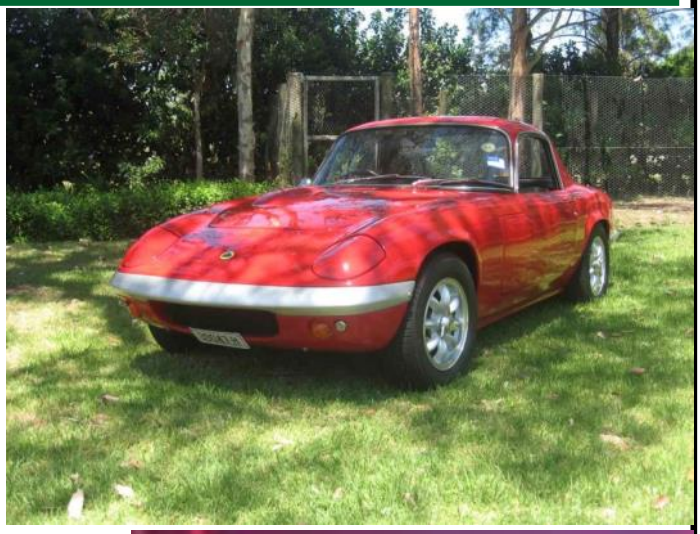


$AUD 115 000

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 fiber rear wing. carbon fiber 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 fiber mirrors, SSC fire extinguisher and mounting bracket, Lithium battery

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









