NOVEMBER 2023

Chunky's Chatter



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



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- Many tributes to Giles Cooper.
- How Graham Hill helped pull Lotus back on target.

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 Michael Moore from Victoria sent us some fabulous photos from Lotus Week 2023 held in Victoria recently.

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 everyone,

With November upon us already (and, it must be said, some lovely weather generally creating a better car-driving experience!) we have started to think about Christmas and then next year.

Your committee met this weekend just gone, and minutes will be published shortly; the really important stuff is of course Christmas Party planning!

This year as in previous ones we will combine the Annual General Meeting with the Christmas Party; they will be taking place this year at the Australian Motor Heritage Foundation in conjunction with a visit from the doyen of Lotus Elites, Don Christopher, who will be our guest of honour for our Christmas Party.

You'll see more details in Chunky's and upcoming by email, but for the moment, please save the date of Saturday 2nd December, from 12noon for the AGM, and from 1pm for lunch.

CLA will be providing subsidised catering (more details TBC), but you may want to bring your own chairs, rugs etc!

In other news, Tyre Kicks continue to be well frequented on the second and third Sundays of the month, and we are planning (now that the weather is apparently going to be more predictable!) to get some more extended early morning runs organised in NSW to match those in other parts of the known world too - watch this space (and your emails)...and in the meantime, the third Sunday location will be changing temporarily from Gough Whitlam Park as the football season has got underway, and there was no parking there last month! So we will use Bourke Street Bakery at 2 Mitchell St, Marrickville for the moment, with the possibility that Kokoda Cafe may be operational again in the New Year.

And with the CSCA series wrapped for another year (see the excellent write up on our website), planning is already underway for next year's events; with the exciting possibility that Wakefield (or One Raceway as it is now christened) will be reopened around June, we have dates in the diary for an event back there in July and again in October, so fingers crossed that happens; if you haven't been contacted by the new management team to volunteer your time to support this brilliant cause, go to their Faceplant page and sign up!

And before we know it, the Christmas decorations and tinsel will be out and we'll be looking forward to a break over the New Year.

In the meantime, keep safe, well, upright and mainly on the blackstuff,

Pip pip

Ashton

AUSTRALIAN MOTOR HERITAGE FOUNDATION™

From The Editor
Tom Devitt



Hi everyone and welcome to the November Issue of Chunky's Chatter. Apologies for being a bit late this month but the committee were just wrapping up details for the NSW Christmas party. This will be held at the Australian Motor Heritage Foundation (The old ARDC Clubrooms) in the grounds of Sydney Motorsport Park. Entry is via the electric gate into SMP adjacent to the roundabout on the corner of Peter Brock Drive and Brabham Drive. The final details are still being worked out so keep a watch on your emails for further information. If you would like to attend the AGM please be there before Midday, if not, and you only want to come to the party, be there by 1.00pm. We have a couple of food trucks coming and the Club will subsidise the tucker. Our guest of honour is Don Christopher who has come from the USA and is the Historic Lotus Registrar. Make sure you don't miss it, it is going to be a fabulous day!

If you take a look at the back of this issue you can see the first cut of the 2024 calendar, including the CSCA Dates. As some of the British sports cars get older



and increase in value there is an obvious reluctance to bring them to the track. This year Austin Healey and Morgan do not have the numbers to organise an event and Triumph are still trying to get a date. For this reason, there are only five rounds in the championship next year. CLA will again be doing the big one at SMP Gardner circuit and like this year we would like lots of help from members and their families/ loved ones on the day.

Your committee has reluctantly decided to have a small increase in membership fees from next year. This is the first increase in many years and the club still offers outstanding membership value and benefits to members.

Motoring Editor for the Australian Newspaper Stephen Corby has now done a full article on the Lotus Emira. It's a very complimentary piece and finishes off saying "Its noise, its gearbox and its pursuit of something more personal than perfection make it a car I'd very much like to keep in my fantasy garage".

The cover photo this month is a bit of a teaser. It is from Victoria and is sent to us by Michael Moore. It is a very new concept that they launched this year, called Lotus Week. Full details and photos in next months issue

Tom

2023 Club Lotus Australia (NSW) Christmas Party and Annual General Meeting

The 2023 Club Lotus Australia AGM will be held in combination with the Christmas party on Saturday the 2nd of December, with the formal business followed by a relaxed social lunch subsidised by the club and a most enjoyable talk with our guest of honour, Lotus Elite wizard Don Christopher.

The event will be held at the Australian Motor Heritage Foundation within Sydney Motorsport Park, with the AGM set to begin at 12pm and lunch following from 1:00pm. Entry is via the gate next to the roundabout at the junction or Brabham Drive and Peter Brock Drive. CLA will provide subsidised catering, but **you may want to bring your own chairs, rugs etc. for a picnic**.

As Don Christopher will be visiting us from the USA, we hope to gather as many Elites as possible to welcome him, and we will be joining with our friends the Leadfoots group for this event with huge thanks to Brian Caldersmith and co for their efforts in bringing this together.

We have the perfect setting for a cars and coffee type assembly at the Australian Motor Heritage Foundation site within the grounds and the extensive grass area is ideal for a picnic. The AMHF will be open for those interested in the extensive archives.

Entry is free and CLA will contribute to lunch for all members.

We look forward to seeing you on Saturday the 2nd of December to consider the present and future of our club at the AGM and then enjoy a wonderful social luncheon while we recount some of the marque's history with Don Christopher.



The sixth and final round of the 2023 CSCA Supersprint series was held on Sunday the 22nd of October,

The sixth and final round of the 2023 CSCA supersprint series was held on Sunday the 22nd of October, kindly hosted by the Jaguar Drivers Club of Australia on Sydney Motorsport Park's 'North' circuit. We enjoyed a wonderful day of spring super sprinting, and it's time to catch up on everything that went down.

We were pleased to see excellent support from competitors, 71 drivers turning out to run on the day including 17 under Club Lotus Australia. The weather did its best to support the event, offering good conditions all day, although as we've experienced multiple times so far this spring, it got hot, working its way up to the 30s. By 1:30pm most of the Lotus runners were running a second or two slower – both the car and the drivers, so they returned to the relevant comfort of the garages and traded stories on what could have been.

In a rare turn of events, CLA members were unable to break into the top three on the time-sheets – although the machinery at the very top was a little specialist. Alexander and Neil Kenny set the fastest two times of the day for JDCA, Alexander running an impressive 1:00.65 in the Juno CN2015, Neil a few seconds behind in a Nova Proto NP01.

The quickest CLA drivers on the day were Brett Stevens, who ran a 1:11.42 in the 2021 Exige for second M3 and fifth overall, and Ralph Thompson, almost exactly one tenth slower in his Exige and third M3, sixth overall.

Peter Taylor and Chris Pearse followed, Peter running a 1:13.35 in the Exige 410 for first P3 and tenth overall. They were chased by Geoffrey Linders, who we were pleased to welcome to his first super sprint outing with the club. Geoff ran a 1:13.52 in an Exige Sport 410.

Then it was Peter Deller in the Commodore, just two tenths slower on a 1:13.57. Peter was immediately followed by Len Goodwin in the lovely Elan 26R, first CD1, and Craig Sheppard in the Exige Cup 240 R claiming first in M2.

Brett Monk and John Deller completed the top 20, the Commodore making its second appearance just a tenth slower than Monk's Exige. Paul Tilse just squeaked into the 1:15s on 1:15.99 in the Porsche 718 GT4 and was followed by Graham Allen on 1:17.17 in his Elise.

Meanwhile, Garth Selig found himself bang in the middle of the time sheets, running a 1:18.64 in the GSM Dart he built with long time member Syd Reinhardt.

Derrick Cho was able to give his sister Tina a good run in the Type R Civic on the shorter, twistier North circuit, just a few tenths slower than Tina's 1:19.24 in her WRX R3. It was great to see John Culvenor's handsome Elan out for another run after being brought back into competition earlier this year after an extended break, John finding more speed each outing. Sadly our fearless leader Ashton was left dangling off the bottom of the time sheet after the Elite developed an electrical gremlin that couldn't be fixed.

Thank you to everyone who came out to support the event, on track, as a volunteer or in any way that you could. And a very special thank you to the Jaguar Drivers Club of Australia for putting on a smoothly run and most enjoyable event to complete the year's super sprint competition. We're already looking forward to getting out again early next year – hopefully with a return to Wakefield Park!

The 2023 Club Lotus Australia AGP will be held on Saturday 2nd December

Attached is a nomination form

The club will hold its 2023 **Annual General Meeting** on December the 2nd at the AMHF Board-room (Australian Motor Heritage Foundation), Sydney Motorsport Park, Eastern Creek, NSW 2766 at 12:00 noon.
At this meeting your **new Committee** will be elected, which means all positions will be declared vacant.
If you would like to nominate a member for the Committee please fill in this form and return it to the President before the commencement of the meeting.

I would like to nominate……..
For the position of :
President
Vice President
Secretary/Public Officer
Treasurer
Editor
Competition Secretary (and CAMS Delegate)
Points Score
Historic/Club plates
CMC Delegate
General Committee member
Nominated by……CLA Membership Number……)

Seconded by……CLA Membership Number……)

Agreed to by nominee……CLA Membership Number……)

Giles Cooper remembered

Giles Cooper was remembered in the latest edition of *Lotus Notes* with a series of memoirs by friends in the community. Tanks to everyone who contributed, and Andrew Row for allowing us to share it here.

AN INSPIRATION, BY JOE ARICO

Giles was one of most positive people I've ever met. I got to know him after his Cancer scare and I so admired the way he responded to facing his own mortality. It was clear he made a decision to live his best life and boy did he live it. I always joked with him that when I grew up I wanted to be just like him! So many great adventures that he shared with all of us…made us feel like we were part of his journey. I found it inspirational, especially the first adventure to Alaska in his Elise. Never to be repeated again I'm sure! I loved the way he could organise the seemingly impossible and make it happen!

One occasion I recall was visiting his house when he and Ashton were stripping the Healey in preparation for the Peking to Paris rally. They were having trouble removing the fasteners that held the doors in place…they were rusted quite badly and covered in God knows how many layers of paint. I grabbed a hammer and punch and belted the hell out of the screws which then proceeded to come out with minimal effort. He was suitably impressed but it was my technique that amused him. Rather than go at it hammer and tongs I would do two small taps and then an almighty one that did all the work. He asked me why I did it that way and I don't recall exactly what I answered but the "tap, tap, bang" technique became the running joke whenever immovable fasteners came up in conversation after that.



THE WORLD NEEDS MORE GILSES, BY ANNE BLACKWOOD

"I have never met someone with the energy and drive of Giles Cooper. Maurice and I first met Giles and Janet, I think, at the Tasmanian trip organised by Kerri and Guy Stevens in 2006. This trip, for me, set the benchmark of how road trips should happen. We had recently bought our Elise and Giles named it "Buttercup" because of her colour and attraction by bees.

Giles and Janet were in "Elsie" their Series 1 Elise. "Elsie" because there had been minor rear end damage and a new sticker was required. "Elsie" arrived, via typographical error, and "Elsie" it was. Elsie and Giles'

exploits are well documented on his blogs of his worldwide travels.
I caught up with Giles on the Goldie, along with others, within the last year and he was still that upstanding, energetic, raring-to-go spirited creature. Planning his next adventures. I also think in a previous life he had been an orchid breeder of considerable repute.
I know Janet and family will miss him. And so will I. The world needs more Gliese's."

ALWAYS READY TO LEND A HELPING HAND, BY DAVID MACKIE

I first "met" Giles on the Aussie Elises forum in 2004 shortly after I bought my Elise. He was quick to inform me that the colour of my car was Titanium, not grey. He was also quick to offer ample advice to a new Elise owner from his wealth of knowledge and experience.



In 2006 on the Lotus tour of Tassie my virtual friendship with Giles became real when I spent a fabulous week with Giles and his wonderful wife Janet driving some of the best and worst roads in the country. Giles always had a story to tell about some place in the world he'd been to or some place he was going to one day. I admired his determination and optimism for trips he was planning and always looked forward to the stories when he returned. I was just amazed by the places he took Elsie and Troopie.
Since then Giles did so much for me, always there to offer help and advice.
Like the time he drove his camper van to Queensland Raceway when Tim was racing there and offered us the van to sleep in while he slept in a tent. The reliable helping hand whenever we raced at Morgan Park. He even found a Series 1 Exige for me in Queensland and helped me secure it before anyone even knew it was for sale.
When we moved to the Gold Coast in 2021, I was excited to become neighbours with Giles and Janet and was looking forward to a few beers and lots of stories. Sadly, he was taken away too early and I never got chance to chat about his trip and adventures around Australia in Clementine.
I will miss Giles greatly, and will always treasure the time I spent with him.
Rest in peace Giles.

HE LIKED A GOOD CHALLENGE, BY ASHTON ROSKILL

Giles was my great friend, co-conspirator, and rally navigator-extraordinaire.
He and I first met at Knockhill circuit outside Crieff, sometime in 2001. We were both running our Elises in a track day. The first of many it turns out.
He was always the most gentle of gregarious sorts, and that day was no exception. By the end we'd discovered that we were both planning to move to Australia, and stayed in touch during the planning.
As it turned out, the original plan to share a container didn't work out as he and Janet were going to Perth,



me to Sydney. But that in itself resulted in us forming Aussie Elises once we landed in Oz. So we could keep in touch.
Which we did, a lot. In between his madcap adventures, first in his beloved Elsie, then later in Troopie.
It was as he was returning from his American and European Troopie adventure that I suggested the idea of doing Peking to Paris.
He couldn't say yes fast enough.
And so began another adventure, one that I like to think he rated among his great challenges and achievements.
And he liked a good challenge.
Like preparing my Austin Healey 100 for the rigours of the rally. Gidget, as she was christened, took over his life for two years. Just ask Janet (thank you Janet for your patience).



And I didn't make it easier by turning up for random weekends to "help".
But his amazing attention to detail and organisation bordering on fastidious was exactly what was required for that event.
And frankly what got us to Paris in one piece.
On our return, he still had itchy feet but this was overlaid by a desire to rebuild cars, following the success with Gidget. So Clementine came to be his latest, and sadly last, challenge, culminating in his last adventure of a (sadly incomplete) circumnavigation of Australia.
So farewell my lovely friend. We will miss your dry sense of humour, impeccable manners, wonderful stories, great organisational ability, and above all, wonderful friendship.
I'm honoured to call you a friend, and even more so that I got to spend so much time with you. I'm just sad that you were taken too soon, before we had completed some more adventures.
Gods speed, and keep a place in the garage in the sky for when we meet again.

NOTHING STOPPED HIM, BY GEOFF NOBLE

Giles was an engaging and charming person to be around, but he was also a cheeky bugger and loved a good pisstake. If you were in an Elise and had the roof up, you were sure to be taunted and shamed until that roof

was down, no matter what the weather.
Giles, Rob Stevens and myself, drove to Wakefield Park in 2006 for a CLA driver training day and the opportunity to meet many of the members of Aussie Elises in person. Rob and I couldn't get the fuel mileage that Giles could, so there he was, chortling with delight at "those gas guzzling S2's" when we needed to stop and he didn't! It was much later that we understood the different gearing between the S1 and S2, with the S1 being taller when in 5th gear. I'm sure Giles knew – he just neglected to mention it.
Also in 06, Giles talked me into competing in the "Dutton Rally", which was a series of speed events held over a long weekend – sprints, drag races, hillclimb and autocrosses etc. Always a keen student of the time sheets (a more competitive man would be hard to find!), he was quick to enquire "oh Geoff, what happened there?" when he had posted a faster time on one of the events.
Both of us had competed in Formula Ford in the 80's – Giles stayed on bit longer and one year came up with a plan to run in the support categories at the Australian Grand Prix (then in Adelaide). The event was sponsored by Fosters Brewing, so Giles approached a competitor in XXXX and they agreed to support him at the event. You can just see Giles and the XXXX marketing manager giggling with delight at the prospect…



Or there was the time Giles had his eye on both the class record and the Qld State Championship in the 1600 – 2000 Sports Car Class at Mt Cotton Hillclimb. Under CAMS rules as it was back then, State Championship eligible vehicles must have a Log Book, meaning approved Roll Cage and other things. Elises are difficult to retrofit with such items and Giles didn't want to detract from the originality of 'Elsie'. So, ever the thorough researcher of everything he did, he discovered a quirk in the rules, whereby it was possible to obtain a Log Book with 'non compliant roll over protection'. This he duly did and presented his car to scrutineering with said document. The organisers were not amused, but realised that he had effectively snookered then and allowed him to compete. Giles got his State Championship and the class record – nothing stopped him when he set himself a goal.
Ashton Roskill christened Giles "Mr Toad", because he always behind the wheel – I remember towing my car to Melbourne on Giles' trailer (especially modified by the manufacturer to Giles' thoroughly researched specs). Giles had to go to Sydney around the same time – 'you can come with me, I'll drop you in Sydney' – "no, I'll drive Elsie down". And so he did – we travelled together on that trip, me towing, and Giles with the roof down all the way.
There's so much more, but yeah, never forgotten, and a massive lesson for all of us to get out there.

HE LEFT NOTHING IN THE TANK, BY DARYL WILSON

Strange I cannot remember the first time I met Giles Cooper; it must have been sometime between late 2005 and late 2010 at an LCQ social or motor sport event. Giles was competing in the Queensland Hillclimb championship during that time in his Lotus Elise which he called Elsie. I believe Giles won his class in the Queensland Hillclimb Championship, but I cannot remember what year. Geoff Noble knows more about Giles motor sport activities and I believe he will also be writing an article about Giles.
In October 2010 my wife Moira and I did a trip to the USA West Coast where I met up with some Golden Gate Lotus Club members in San Francisco. The Golden Gate Lotus guys took me to an Autocross event they were running in a large open air car park just south of San Francisco. I was impressed and felt this was an ideal



event that LCQ should look to run as a relatively safe entry level competition motorsport event.
I raised this idea at the next LCQ meeting and soon teamed up with Giles to investigate options as to how and where we could run such an event. Giles had run these types of events when he lived in Perth and was very keen to be involved.
Giles and I sought advice from many people such as Keith Butcher (since passed) then President of the Holden Sporting Car Club on possible venues and timing equipment. HSCC were running motorkhana's at Willowbank Raceway behind the dragstrip and Keith was very helpful and encouraging.
We met with Mt Cotton Training Centre management, but they were reluctant to have car clubs due to noise issues with the neighbours! I cannot remember all the places we visited or considered, but it was proving difficult to find a suitable venue.
At a chance meeting with John Tetley at Lakeside Raceway, John mentioned why not use the Lakeside Driver Training Centre track and that he would lend us their Alge Timy Timing equipment to run events. We had not been aware of the Lakeside DTC track until then and on inspection it was ideal venue.
Once we had found the Lakeside DTC venue and the offer of Timing equipment the LCQ committee agreed it was then full steam ahead to organise how and when we were going to run the events.
Giles said we would need some Staging Lights, so we could control the cars, so he set about building the first set of Staging Lights using timber poles and green and red navigation lights he bought from a boating shop.
Long story short with help from many other LCQ members the first LCQ Lakeside DTC event was run on Saturday 23 August 2011 with 34 competitors, see article by Dick Reynolds – https://www.lotusclubqueensland.com/images/magazines/2011/Lotus-Mag-Nov-2011.pdf
LCQ have been successfully running Lakeside DTC events each year since and the event is still popular in 2023 thanks largely to Giles support and drive to make the event happen. Giles then moved on to planning his next adventure a trip in his Lotus Elise to Alaska and the Arctic Circle. Giles shipped his Lotus Elsie to Los Angeles and then drove by himself to Alaska and the Arctic Circle. I cannot believe he managed to do this trip with only a small tent and what he could fit in his tiny Lotus Elise.
As with everything Giles did he meticulously planned this trip and made modifications to the Elise to fit the essentials in any small space he could find. Giles being an ex-school teacher was keen to document the trip and share his experiences with others. I am happy to claim a small part in helping Giles to set up his first blog, so he could document the full details of the trip.
Perhaps the biggest challenge Giles undertook was when he and long-time friend Ashton Roskill decided to do the 2019 Peking to Paris Rally. Ashton had a 1954 Austin Healey 100/4 which he thought was in reasonable condition and would not take much work to prepare for the event, WRONG !!!
Once the vehicle was delivered to Giles home on the Gold Coast is soon became clear that the vehicle was in need of some extensive, modifications repairs and maintenance.
Over the next year or so Giles worked nonstop to get the Austin Healey ready to be shipped to China for the start of the Peking to Paris on 02 June 2019.

VALE: PAUL SCHMIDT

By Marc Schagen

I was saddened to hear of the passing of Paul Schmidt from Newcastle in September, aged 82.

I spoke to him just days before and he seemed fine and in good spirits. He had recently suffered a heart attack which was treated in the hospital. They sent him home, confident that he would recover well. He passed away in his sleep a few days later.

Paul was a very enthusiastic multiple Lotus owner starting with the purchase of one of the very first Lotus Elans to come to Australia in 1964. As a young man, he purchased it from Geoghegans and raced it at a number of meetings, mainly in NSW.

After selling the Elan, his time was consumed by business and family and many years later he purchased an Elan S2 and a plus two. These were used on the road and were immaculate. He restored the Elan alongside that of his good friend, John Tarran, also from Newcastle. Peter Turvey also helped Paul with the restoration.

He always wanted an Elite and that wish was finally fulfilled in 2017 when he purchased a fully restored example from George Goodare in Sydney. Resplendent in silver with dark grey roof, he proudly drove it when he could.

I remember him turning up religiously every month to the Club Lotus meetings at Abbotsford Rowing club which was no mean feat as it was a two hour drive each way just to talk Lotus with like-minded Lotus "nutters".

Paul is the one who organised the Lotus in the Vines event in October, 2022 at the Hunter Valley. This was well-attended and a fitting tribute to the 60th birthday of the Lotus Elan with a good showing of Elans, Plus twos and other models. Not easy to get these cars out these days but Paul managed to do it. He obviously had lots of support from his family and the Lotus owners in the Hunter region.

I should also mention his long-suffering wife Julie who shared his passion and sadly passed away four years ago. His family will surely miss him as will his friends.

Our first Tyre Kick of October found us at By the Bay Cafe in Carss Park on Sunday the 10th, catching up over a coffee in the car park above the cafe.



Leaving the north side in sunshine, I was surprised to find our venue freshly rained upon, but the weather cleared as a great turnout rolled up the drive and settled in the car park. We were pleased to welcome Club President Ashton back to Australia after a few months working in the UK, arriving in style with riding shotgun in the Elan, and also bringing along his niece who is living in Australia for a year, and enjoyed the morning drive in the Elise.

The marque was well represented, the usual strong collection of Elises sitting beside Elans and Esprits, and the more rare Cayman and BMW scrambler varieties, and all enjoyed the relaxed and social start to the day. We'll be back at By the Bay Cafe on Sunday the 12th of November, followed by Gough Whitlam Park on Sunday the 19th. Come along and say 'Hi!'



Seth Reinhardt

TK&C 15 October got moved



The Tyre Kick on the 15th OCT had to be moved when we discovered Gough Whitlam Park had been over-run by sports carnivals..

We ended up at the Bourke St Bakery just up the road...

Evan J



After the devastating death of Jim Clark earlier in the year, Graham Hill restorer Team Lotus morale with a world championship for both driver and car, 55 years ago this month



Hill holding off Siffert during the race

The final round of the 1968 Grand Prix season was in Mexico. The cars had been sent down by road from the US Grand Prix at Watkins Glen which took place four weeks earlier.
This race was also the decider for year with 3 contenders for world champion, Hill, Stewart and Hulme. Team Lotus had three cars for Hill, Oliver and Solana. The car Oliver crashed at Watkins Glen had been repaired and on Hill's car the wing had been hinged so that it could be feathered down the straight. The operation of the wing was simple, rubber bungees held the wing in a working position, whilst a pedal beside the clutch pedal operated the wing when the driver rested his clutch foot. The full travel of the wing pedal brought it to just the start of the clutch pedal travel.
During the first session of practice Jo Siffert's times were right up among the fastest, he was also driving a Lotus 49, but under the banner of the Rob Walker racing team but his brakes were keeping him from doing a very fast lap. Into the hairpin and at other slow corners the brakes were shaking the car very badly. The Walker mechanics overhauled the braking system and before practice ended the Swiss driver had set up the fastest lap of 1min 45.52sec (170.584kph), which was half a second faster than anyone else.

Both Hill and Stewart were in the 1min 46sec bracket, but could not get near Siffert's time. The third contender for the World Championship title, Denny Hulme, did not seem very perturbed about the lack of practice that he did, nor the fact that his best time was eighth overall and just behind his boss, Bruce McLaren.

Race morning was hot and sunny. A row in the Lotus garage after last practice had resulted in Solana being given Oliver's car, which he wanted, and Oliver taking over a car he had not driven. The race organisers did not realise this and so he kept his position on the grid instead of starting from the back.

After all the usual pre-race formalities, the flag fell and the 7th Mexican Grand Prix and the deciding race in that year's Driver's Championship was under way.
Siffert and Amon both made poor starts, and the rest of the field began to stream by before they were properly under way. Hill led into the first corner, but Surtees passed him under braking to take a momentary lead, then the Honda water pump packed up and the temperature was off the clock as Hill re-passed down the next straight.
By the end of lap 1, Hill led from Surtees, Stewart, Amon, Hulme, Rodriguez, Rindt, Siffert, Brabham, Gurney,



Graham Hill brought Lotus back from the brink with his 1968 world Championship.

Oliver, McLaren, Beltoise, Servoz -Gavin, Solana, Courage, Ickx, Bonnier, Pescarolo, Elford and, some way behind, Bianchi.
As the second lap started Stewart was trying to get by Surtees for he was not going to let Hill get away, and during the lap he did so, getting right into the Lotus slipstream. Hulme got by Amon on the second lap and the Ferrari didn't look at all happy.
. Rindt was the first retirement and during his third lap the engine suddenly cut, out on the circuit, and Rindt walked back to the pits.
Stewart was now shadowing Hill and looking for an opportunity to get by. This came on the fifth lap when the Matra-Cosworth out braked the Lotus-Cosworth and Stewart dived through into the lead. Stewart's lead was short-lived and after only four laps Hill was back in the lead, while in third place and closing fast came Siffert.
Hulme was lying comfortably in fourth place, while Surtees was dropping further back with overheating problems. Solana drove several laps with part of the wing hanging down by the side of the car, the rest having broken off and fallen on to the road. When he pulled into the pits, the Lotus mechanics cut away the upright, levelled off the nose spoilers and sent him off in last place. At the end of lap 16 Siffert was by the Matra and beginning to pressure Hill for the lead. The Lotus pit gave the OK to their driver and on lap 22, Siffert took the lead. From the Championship point of view, Hill would be as happy with a second place as with a first as long as Stewart was behind him. Stewart was really the only one worried because he had to gain a nine-point win if Hill was one place behind, for he needed the three points for an outright win.
Siffert pulled out a second and a half very quickly, but luck was not with him and on lap 25 the nipple at the end of the throttle cable jumped out of its socket and the Swiss driver coasted into the pits. It took nearly four minutes to find and rectify the fault and two laps down Siffert rejoined in last place.
For the next few laps the order remained the same, then suddenly Stewart was no longer right behind. In one lap he had dropped 7sec, next lap the gap was 16sec and it was obvious the Matra was in serious trouble. In fact, the fuel pressure had dropped for no apparent reason, causing the engine to cut on the straight and also at the hairpin. In addition, the car began to handle peculiarly, which later was discovered to be a cracked frame which put the rear suspension out of alignment.
And that was it, Hill coasted to an easy but well deserved victory as was his Championship win, which he got after dominating the race. McLaren was a worthy second, after keeping much to himself during the race. Lotus also won the Constructors Championship, assisted by Jo Siffert's win in the British GP driving a Lotus 49 for the Rob Walker team.

30 Years ago this month The Australian GP was held in Adelaide. Not much of a showing for Lotus but remarkable for so many reasons

- The race was won by Ayrton Senna. This would be his 41st and last Formula 1 Victory as he was to die at Imola the following year
- It was Senna's last race for McLaren as he joined Williams the following year
- Alain Prost, Sennas arch rival finished second but won the drivers Championship for '93
- It was Prost's last GP as he retired after this race
- Also retiring from F1 were Derek Warwick and Ricardo Patrese
- For Patrese he completed with this race a record of 256 GP's
- It was the last race without refurling during the race
- Max Mosley got his way with the banning of Active Suspension, Launch Control and traction control.
- With this victory, McLaren passed Ferrari with the most number of GP Victories at that time
- There were 3 attempts starts to the race before it finally got away
- Barry Humphreys (as Dame Edna) was a Star of the weekend .
- On the podium, Senna called up Prost and Hill to join him, and put an end to the open hostilities with Prost
- With 99 points, Prost won his fourth World Drivers Championship




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
HSRCA
GUARDIANS HISTORIC RACING
SHANNONS
www.hsrca.com
historic sports and racing car association nsw

Answer to last months "Now who Said That?"



Last months quite was

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

It was of course James Hunt and the winner was Evan Jones



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

"The little Mexican ******* tried to kill me!"

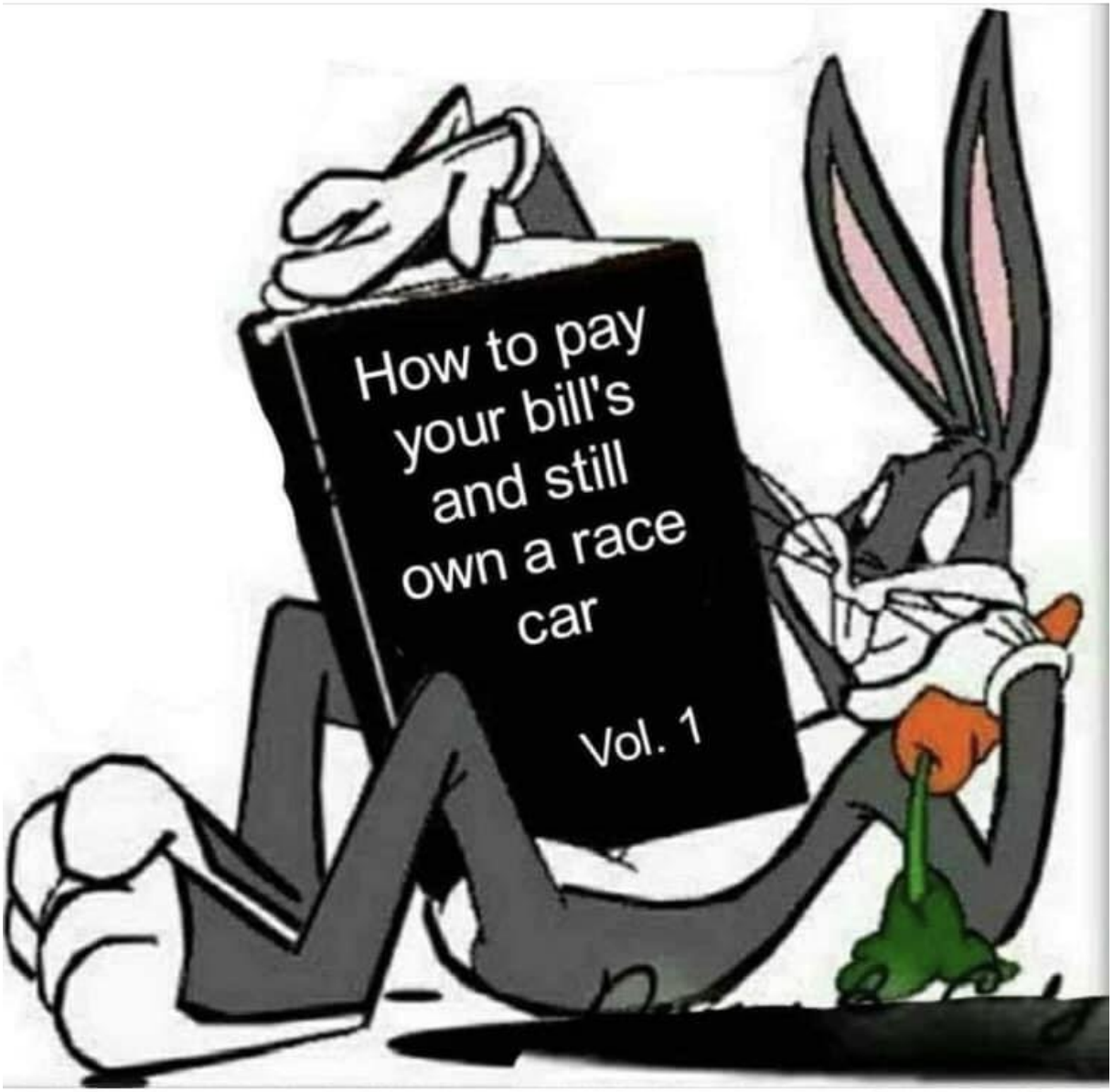
OK This one is a bit tricky so to make it easier, he was the last privateer to win a GP in a Lotus

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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	Burke St Bakery, 2 Mitchell st Marrickville
Dec/23				
	Saturday, 2 December 2023	CLA Christmas Party	11.30am	SMSP A M H F
	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	Burke St Bakery, 2 Mitchell st Marrickville
Jan/24				
	Sunday, 14 January 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 21 January 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Sunday, 21 January 2024	CSCA Rnd 1 SCCA	7.3	SMP South CCT
Feb/24				
	Sunday, 11 February 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 18 February 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Mar/24				
	Sunday, 10 March 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 17 March 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Apr/24				
	Sunday, 14 April 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 21 April 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
May/24				
	Sunday, 12 May 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 19 May 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Jun/24				
	Sunday, 9 June 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 16 June 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Sunday, 23 June 2024	CSCA Rnd2 JDC	7.30am	SMP Nth CCT
Jul/24				
	Sunday, 14 July 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 21 July 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Saturday, 27 July 2024	CSCA Rnd 3 MGCC	7.30 am	ONE Raceway (Wakefield)
Aug/24				
	Sunday, 11 August 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 18 August 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Saturday, 24 August 2024	CSCA Rnd 4 CLA	7.3	SMP Gardner CCT.
Sep/24				
	Sunday, 8 September 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 15 September 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Oct/24				
	Sunday, 13 October 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 19 October 2024	CSCA Rnd 5 MG CC Newcastle	7.30 am	ONE Raceway (Wakefield)
	Sunday, 20 October 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Nov/24				
	Sunday, 10 November 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 17 November 2024	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Dec/24				
	Sunday, 8 December 2024	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 15 December 2024	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





LOTUS ELISE 2021

PARTS SALE



$12,500 ONO





Lotus Elise 2021 250 Cup Final Edition

Front clam shell including whale tale for sale. Minor non-structural damage to fibreglass surround on front grill.

Email or phone for further photos or to make an offer.

Chris Irish - 0431 087 733

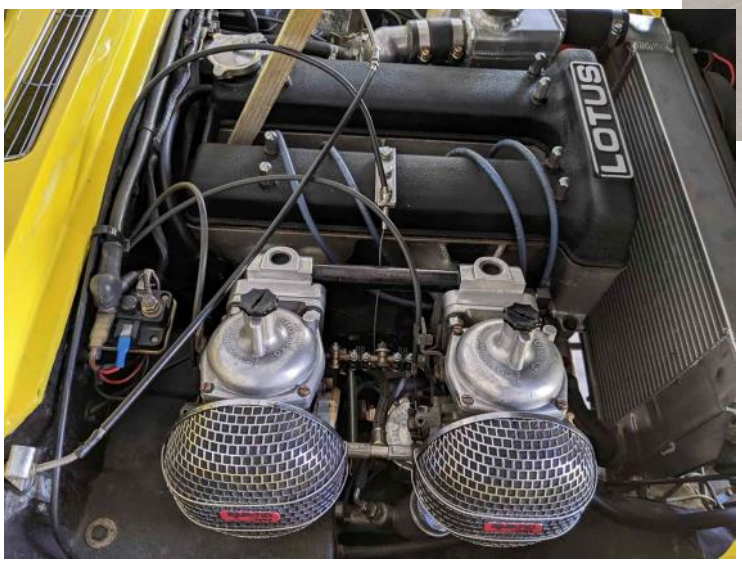
irishes@rocketmail.com

Northern Rivers, NSW

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

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.



WANTED

Wanted - Lotus Elan S1 parts

Soft top Hardware- Cant rails and bows

Carburettor Air-box

Original S1/2 Steering wheel

Original or reproduction S1 gear Knob

Regards Daniel

0403807478

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.

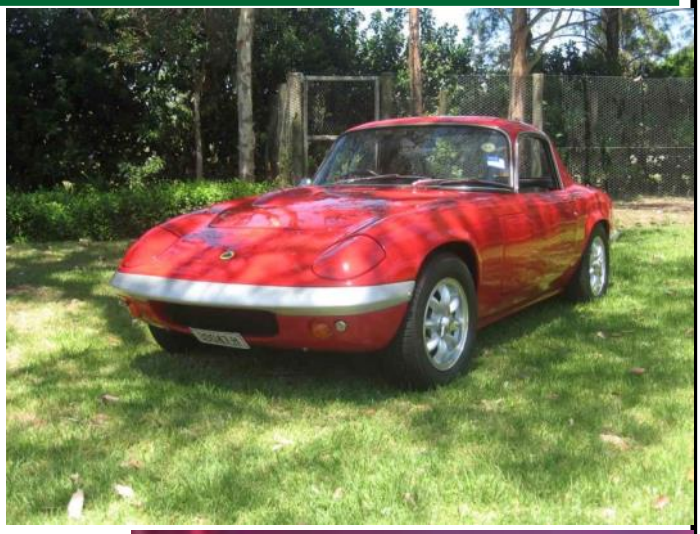
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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 up-grades, including:

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

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

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

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

Aero Carbon 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)









