DECEMBER 2023

Chunky's Chatter



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



Inside this issue

- AGM and NSW Christmas party
- Anniversary of Jim Clark's first world championship
- Lotus Cars week a fabulous story from Victoria.

December 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 CLA 2023 NSW Christmas party and AGM (Seth Reinhardt photo)

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



Happy Christmas! Caroline and I wish you and your families the very best of friends, family and fun in the upcoming holidays.

And based on the conversations on Saturday, it sounds as though Sydney may be a bit quiet for the foreseeable few weeks!

A huge thank you to the team at the Australian Motor Heritage Foundation for inviting us to use their facilities both for our AGM, and as the site for the NSW Christmas Party on Saturday. The facilities really do have some remarkable assets, and for those who have not yet paid them a visit, it is well worth it if you are on the hunt for information in print in the form of motorsport reports, reviews, technical material and a host of other facinating insights.

And thank you too to all of you who turned up for the AGM and our Christmas lunch; whether souvlaki and ice cream counts as Christmas fare is still a bit up for debate, but there was plenty of it, and hopefully everyone got a choc-top to cap the meal off! For those unable to attend, Seth has put up his lovely photos from the day which capture the essence of the event beautifully: https://www.clublotus.com.au/2023/12/lotus-photos-2023s-club-lotus-australia-christmas-party-agm/

We'll get the minutes from the AGM published in the members section of the website, but suffice to say we are still the right way up (many thanks to our wonderful Treasurer Greg for keeping us pointing that way!) and your Committee are still happy to continue to serve you for another year, and apparently you are happy for us to do so, so thank you for that vote of confidence!

And so we head into the summer recess, so this is the last you'll hear from us for a while (until the beginning of February anyway), but I hope to catch some of you at either of the upcoming Tyre Kicks, at Carrs Park this coming weekend, or at Bourke St Bakery in Marrickville on 17th.

Otherwise, have a fabulous Christmas, and keep it safe, upright and mostly on the blackstuff,

Pip pip

Ashton



From The Editor
Tom Devitt



Hi everyone and welcome to the December edition of Chunky's Chatter. Let me begin by offering my apologies to Marc Schagen for neglecting to include photos of Paul Schmidt in his Vale last month. I have published these again, and as Marc said, at least Paul gets into two issues.

What a fabulous day it was on the 2nd of December when we all gathered for the AGM and the NSW Christmas party. Bumped into many old friends, including Bill Mair who has recently and somewhat reluctantly sold his immaculate Lotus 7. I have known Bill for almost 50 years and the 7 was always a part of him. Anyway he has swapped it for a shiny yellow Audi TT which will probably be a lot easier to drive.

Vice president Evan Jones has sent us a link to "The Preserve" the publication on the Council of Motor Clubs, which Evan is also involved with. You can find the link below and it is also available on the CLA website.https://www.councilofmotorclubs.org.au/images/preserve/December-2023.pdf

Well, I am allowed a month off at this time of year. Age has not been too kind to me this last year, so I am going to sit in the sun and relax.



Reminder to all those who placed ad's in CC through-out the year, they will all be deleted unless you tell me you want them kept in. And if you do place an ad, remember to tell Seth and myself that the car is sold so we can pull it front h website and CC

OK, all the best Christmas wishes for 2023 and see you again in February 2024.

Tom

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



Saturday the 2nd of December saw us gather at the Australian Motor Heritage Foundation to hold our 2023 Club Lotus Australia Annual General Meeting followed by a relaxed Christmas party picnic. Scroll along and enjoy some photos from the day.

Our thanks to the Australian Motor Heritage Foundation for welcoming us into their premises, giving us a tour and run down of the work they're doing and allowing us to host our AGM in their lovely air conditioned facilities. We were pleased to be able to share this work and make more people aware of what the team are doing and the opportunities the facility provides. The formal business was conducted smoothly, with the current Club Lotus Australia team remaining on board to continue their work into 2024. Thanks to everyone who came along for the serious part of the day and contributed to proceedings.



Ed Holly and Syd Reinhardt share a joke

Following the meeting, we headed outside, which was most definitely not air conditioned, and relaxed with a catered picnic around the cars on the grounds in front of the AHMF, with the soundtrack of the BMW sprint running on the circuit next door adding to the atmosphere. Unlike the last few years, the promised rain did not fall and left us in peace to enjoy each other's

company in the outdoors.
We are very thankful to the excellent response to the event, with more than 50 members coming out to celebrate the year and bringing a varied and beautifully presented collection of cars along with them. Combining with the LEADFOOTS lunch with special guest Don Christopher, we welcomed four Elites on the day, brought along by Graeme Davies, Ed Holly, Ashton Roskill and Marc Schagen.
(Words and photos thanks to Seth Reinhardt)



Harley Boggis and Chris Reid recall the past

Lotus Cars Australia: Lotus Week 2023 form Victoria

Words: Michael Moore
Pictures: ben@othersideproductions.com

Prolog



My early morning routine on the 8th October 2023 was much the same as every other morning. I made a cup of tea and grabbed my iPad and as usual Google Photos welcomed me to the day with a "memory". It turns out it was exactly "10 years since…" I had taken delivery of my 340R and I had a little chuckle to myself at the photos from the day. It seemed entirely fitting that as I relaxed and recovered on the Sunday morning after Lotus Week 2023, I was reminded of the very early days of my motorsport journey.

The lure of the first ever Australian Lotus Drive Academy in early 2014, was the catalyst for my first road trip in the 340R, from our then home on the Sunshine Coast, to a positively cold and wet Wakefield Park. The fact that Simply Sports Cars had organized the event to coincide with one of their Lotus Only Track Days the following day made the trip all-the-more worthwhile and over the next couple of years, attending LOTDs in the 340R and the associated trips there and back, were highlights of my calendar.

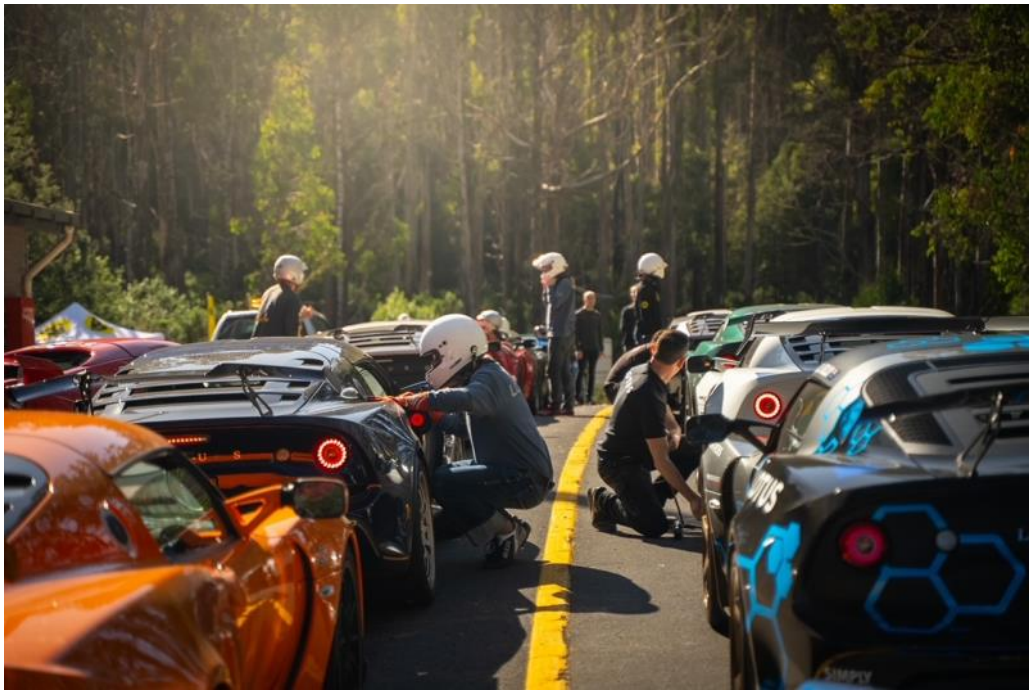
"What has any of this got to do with Lotus Week 2023?", I hear you scream. Well on my trip home from the Winton LOTD in 2015, it became very clear that the 340R fuel pump was at the point of failure. And then life got in the way and before you know it, the poor old car has sat in the corner for 6 years without even being started. So, 2 years ago I set about the process of bringing the 340R back to life and Lotus Week was the perfect catalyst to finish things off and the perfect format to introduce the old girl back into active service and remind myself of the good old days.



What is Lotus Week?

Well, it's a new formula but put simply, Lotus Week is a series of events, combining all the driving formats that allow us to make the most of our cars as safely, responsibly and enjoyably as possible. And there is a fair bit socializing and catching up with friends in between as well. You could take part in one event or take part in them all: I choose them all.

Day 1: Winton LOTD



I'm sure that most of you are familiar with the LOTD format by now. There is a Drive group for those who aren't motivated by competition, a couple of Sprint groups, which aim to align drivers with those doing similar lap times and a somewhat unique Sprint R format, more of which later. Each run group has a 15 minute session once per hour, which keeps you on your toes at all times and allows for lots of track time through the course of the day.

I entered Sprint R, simply because I love the concept. The first 2 sessions are run in a normal sprint format with the times set, used to determine a handicap for the subsequent sessions. From session 3 onwards, each participant starts from pit lane, with the slowest starting first and the fastest starting last and the intervals in between aiming to ensure that everyone crosses the line exactly together on the last lap. What a hoot!



You are always chasing someone and simultaneously being hunted down. Seeing where you gain and lose time (the BOOBs and the straights respectively for me) is strangely satisfying. FWIW, the "handicaps" were pretty spot-on: Martin Duursma passed me on the final straight before the checkered flag on three occasions but of course, he might just have been playing with me.

As the only "competitive" event during Lotus week, the times can be found, studied and dissected on Natsoft.

Day 1.5: Marysville

As I have grown older (and perhaps wiser), I tend to trailer my cars to the track these days. As such, I took the direct route to our overnight stop in Marysville. However, as many of the Lotus Week participants had made the trip down from NSW and Qld, a healthy contingent decided to take the opportunity of travelling the scenic route, taking in the fabled Eildon-Jamieson road.

Although the road trip was not an official component of Lotus Week, dinner at our overnight accommodation at the Peppers resort in Marysville, emphatically was and after a hectic day at the track, it was great to be able to relax and catch up with friends old and new and chew the fat on how quick you could've been, if only... Well, you know…!

Day 2: Lake Mountain



A hearty breakfast at Peppers and frost on windscreens greeted us for Day 2. The plan for the day ahead was simple. Make our way gently from Marysville to Lake Mountain, where the road had been closed for the day for our enjoyment. The participants were broken in to 3 groups and placed in a fixed order, that roughly related to the experience and likely pace of the car/driver combinations in Targa-like conditions.

Group 1 (nominally the fastest) was led by Mark O'Connor and Group 2 was led by Sam Brabham (yes, of *that* Brabham family) which tells you 2 things. First, Mark still rates himself (deservedly, I begrudgingly admit) and second, Mark had organized the whole week, so you would if you were in his shoes, wouldn't you?

In any event, the Group Leaders did a magnificent job of showing us how best to negotiate closed roads (which is very different to track driving) and built our pace sensibly over the course of the first few runs. The uphill and downhill combo was considered one run and morning tea was served after run 4; lunch after run 10. By that time, we were going fast enough for ears to be popping with the rate of altitude change and for some of us to be just the healthy side of scared. There was strictly no overtaking whilst on the mountain but the usual Lotus camaraderie allowed for people to slip up and down the group order or even between groups and the end of each run. Those travelling to Phillip Island departed after run 12 (or 13?), whilst those who stayed on merged in to 2 groups and ran up and down the hill countless more times before the end of the day.



Another unofficial leg from Marysville to Phillip Island via the Black Spur rounded out day 2.

Days 3 & 4: Phillip Island

Days 1 & 2 were organized by Lotus Cars Australia, for Lotus cars only. For days 3 & 4, Mark had secured Lotus-only groups within events organized for a wider audience and as a result, he was unable to influence the weather quite so favourably.

The prospect of 20-40mm of rain at PI in my newly refurbished but still weatherproof-less 340R, was not one I relished. So I made a pitstop via home on Monday night and swapped the 340R for my wife's Golf GTi. The Lotus run-group proved to be by far the most resilient and dedicated in the torrential conditions of Day 3, which was run by the Charity Drive Days organization. I enjoyed pottering round in the GTi in one of the non-Lotus groups but given the 7 year old, well-worn tyres, it was really a bit better suited to the gymkhana event run on the skidpan at the top end of the pit building.

Lee Knappet, Lotus Cars Australia CEO generously offered me the Lotus Melbourne Emira demonstrator for a couple of sessions in the late morning and well, I'm only human. What a gorgeous, no-excuses car the Emi-



ra is but I have never previously been on track with more than 200hp, never mind more than 400hp and 2/3 of the way through my first session, discretion won, over valor and I decided that a streaming wet, high speed track was not the place to learn the limits of someone else's, $200k car that is pretty vital to their business, so I thanked them profusely and returned to the Golf for the rest of the day.

Day 4 was only wet, instead of torrential and on a couple of runs, a dry line almost appeared. This day was more in line with the regular Lotus Melbourne Drive Academy days, run in conjunction with Evolve Driving. On this occasion, Lotuses probably made up around 50% of the cars on track for the day with 2 Lotus-only groups.

As usual, Evolve had a healthy contingent of excellent instructors on hand throughout the day and I was fortunate to have my instructor on board in the first and third sessions of the day. I have been out of the saddle for a few years now and as such, it was great to have someone there beside me to address some of the bad habits I have settled in to and because everything was in slow motion (did I mention it was wet?), my brain could actually process what I was being told in real time.

The Thursday after Phillip Island was an R&R day for all and whilst I toddled home on the Wednesday night, most of the interstate visitors took in the sights, sounds and flavours of Healesville and the broader Yarra Valley.

Day 5: Broadford

And finally, rounding out the week, a day at Broadford, a track that has become a regular venue and firm favourite for Lotus Melbourne customers over the past few years. And as this was once again a Lotus-only day, the weather was once again magnificent. Another day of frenetic track time, camaraderie and tall-tales ensued. It's such a technical track it took most of the morning to get my head around it and whilst my lap times plateaued in the afternoon, I wasn't the only person in the pits to admit that Harry's Timer was telling me my ideal lap was around 2 seconds quicker, if I could only string together all my best corners in a single lap. Next time; next time…

What a Week

Plans are already in place for Lotus Week 2024, with a slightly tweaked format to improve the logistics and camaraderie for participants. I for one, will be signing up again.



Thanks to all who made the time and effort to take part. I hope you enjoyed it as much as I did. Thanks also to the whole Simply Sports Cars team, who were in attendance all week to provide physical, technical and moral support. And above all, a huge thanks to Mark O'Connor for dreaming up and pulling together such a unique week.

Lions Club of Gerringong
Motor Fest / Car Show
Saturday 17th February 2024

Michael Cronin Oval
Blackwood Street Gerringong

$10 entry fee per car, variety of food and drinks on site. Lots of cafe, coffee shops and local markets nearby.

All proceeds to Lions Childhood Cancer Research Foundation

***YOU NEED TO CONFIRM ATTENDANCE BY MID JANUARY 2024 PER*:**

Register by Contact: Evan Jones evanj@optusnet.com.au, 0411103043

Many thanks to you and your motoring enthusiast members.

Both Clark and Lotus had already won their respective championships but were victorious in the final round of the season anyway!



Hill tests the limit of adhesion

The final race in the 1963 World Championship of Formula One events took place at East London on the warm sunny South East coast of South Africa. However, unlike the previous year, the race was to mean nothing in placings for both drivers' and manufacturers' championships as they had already been decided several months beforehand, with Clark and Lotus wining both the drivers and constructors world championships.
The circuit was unaltered since 1962 but due to the suspected increase in speed three laps were added this year making a total of 85 laps – 207.02 miles.
With the high cost of transporting drivers, cars and mechanics to South Africa, the RAC of SA invited two cars from each of the main teams, with one European private entry, the rest all being local boys. Team Lotus had two 25s for Clark and Taylor, the former's being his own reliable car, while Taylor's was the new car built and used at the Earls Court Exhibition. In the recent Rand GP the sun had been so hot that fuel was vaporising in the Lucas pressure pump. To stop this happening at East London the pump of both cars was moved in front of the radiator, so it had the coolest air moving over it.
Ferraris were here with three cars for Surtees and Bandini. Two cars were the latest V6 monocoques while the third training car was an older V6 with tubular chassis.. On all cars the steering joints had been heavily greased and then sealed with polythene covers to stop the sand and heat affecting the steering. The troubles that had been experienced at Mexico were more or less ironed out in a series of minor chassis and suspension modifications.
BRM were fielding the same cars as they had at this race last year. With development progressing steadily. Brabham had entered two cars for himself and Gurney, neither being altered since the last race.



Race Start

The local private entries had a very varied collection of bits and pieces the only thing in common being the Dunlop tyres. E Pieterse had a Lotus with a 4-cylinder Climax engine. Paddy Driver had a Lotus-BRM V8 with Weber carburettors and a Colotti box. L D Serrurier was entered in two cars with two different numbers but he only had one car at practice, that being his LDS-Alfa. This has a bored-out Giulietta engine giving 1,497cc with two twin-choke Webers. The gearbox was a 5-speed Hewland.
This should have been the full entry,

but de Beaufort, who had been politely refused an entry from a finance point of view, just turned up. After some wrangling he was told he could take over Hailwood's entry as the Lola would not be arriving, but he must qualify at 1min 37sec as all the other drivers. The organisers seemed to be on a certainty that he wouldn't start as his best lap last year timed in the same car was only 1min 39.3sec.



Surtees was the first driver to get under 1min 30sec

First practice was attended by all cars and took place on Boxing Day at 1:30pm on a hot afternoon with a cool breeze coming off the Indian Ocean. First out were Taylor, McLaren and Clark. The targets that were set for them last year were 1min 31sec, fastest race lap, and 1min 28.9sec, fastest practice lap, both set by Clark, the practice time being in last year's training car.

Both Lotuses were quickly back in the pits with gear selector trouble which was partially rectified, although Clark was having difficulty with third gear right through practice. Surtees started the ball rolling with 1min 32.9sec, soon followed by Hill with 1min 32.4sec. The two monocoque Ferraris were not handling very well so Bandini used the spare car, while Surtees tried to sort out the trouble. Clark went out in both Lotuses and did 1m 31.8sec in each.

although the handling of the Ferrari was still not very good. A number of the private entries qualified in the first practice, but de Beaufort, was unable to get below 1min 37sec. Practice finished with Surtees still fastest with Brabham and Gurney close behind. Hill's BRM was breathing a lot of oil which indicated an internal breakage, so the engine had to be changed.

Next session was at 6am next morning. First out was Clark, with his gears now working properly. Within five minutes he was in his stride and in about 20 laps he did most of them in 1min 29sec, and one in 1min 28.9sec, which equalled his last year's time. Unfortunately on what he thought would be the fastest, the gear selector broke as he was engaging third gear and the car was wheeled away. As Clark was finishing both Brabham's were out putting in some very fast laps resulting in 1min 29sec and 1min 29.1sec for Brabham and Gurney



Brabham had to retire with a split fuel tank

Final practice was 6 1/2 hours later, and by this time the sun was well out, the temperature high, and a strong wind blew in from the sea. The likelihood of increased times was therefore negligible. However, by trying very hard and giving a demonstration of opposite lock slides at many of the

corners, Hill bettered his time by a tenth of a second while his team-mate managed to clip a further 0.8sec off.
Clark did not better his morning's time, but he was satisfied with the car at last and was able to use the elusive third gear
Practice finished at 4pm with Clark, Brabham and Gurney on the front of the grid. De Beaufort also had trouble as a valve was bent and so without the aid of mechanics the big Dutchman changed the engine himself, took it out on the public road to test, and was given a ticket by a policeman.



Jim Clark after his win

Race day was hot and windy, so windy that at times some gusts were almost at gale force. Formula 1 cars began warming up in the paddock.
The cars formed up on a dummy grid and with 30sec to go they rolled forward to the starter, all engines were running and at 3pm the flag fell and the 10th South African Grand Prix was on.
Although Brabham jumped ahead down the straight it was Clark who led at the end of the first lap from Surtees and the two Brabham's. Behind them came Taylor, Bandini, McLaren, Ginther, Graham Hill made a poor start and lay ninth with Maggs, Bonnier and Love close behind. The tail-enders were already stringing out and Pieterse led from Tingle, Serrurier, Prophet, Nieman, Blokdyk, de Klerk and de Beaufort. The second lap order remained the same. The lead remained unchanged for the next two laps with Clark pulling out a tremendous lead over Surtees and the two Brabham's, who were trying to pass the Ferrari. On lap 3 Tingle retired with a broken drive shaft. On lap four with a haze of smoke pouring from the back, Pieterse brought his Lotus-Climax into the pits to retire with a hole in a cam box, caused by a nut shearing and being shot through the cover.
The lead on lap five was still the same, although now the Brabham's were beginning to nose the Ferrari out of the way.
By 10 laps Clark was 11sec ahead of Gurney and lapping in 1min 30.8sec. As Brabham began to slow so Hill began to gain on him, with McLaren and Ginther just behind. On lap 15 Hill passed the Brabham and Ginther passed McLaren. Three laps later the number two BRM moved into fifth place behind Hill as Brabham dropped back a bit further. One lap later Taylor passed the Brabham and positions settled down for another 10 laps.
By halfway Clark was in an unassailable lead with Gurney not far behind. On lap 43 Surtees, who was still third, suddenly came into the pits to retire having blown up in a puff of smoke on the fast downhill curve. Next lap Ginther's BRM broke a drive shaft just by the universal and he was out. Three laps later Taylor came into the pits with gear selector trouble and it was found that a pinch bolt on the selector mechanism had come loose and when this had been tightened he was off again, having lost three places.
The race now entered its final stage. Brabham spun in the esses, splitting his fuel tank and retired in the pits with fuel running everywhere. 2hours 10min 36.9 sec after the starting flag fell, the chequered flag brought the race to an end, with Clark 1min 7sec ahead of Gurney and a lap ahead of the third man, G Hill.
DSJ Comments on a rather uneventful race "Although it was good to see Clark win his seventh successive World Championship race in 1963 it would have been better if he had had to fight for it. For the race must rank as one of the duller Grands Prix of 1963; in fact, many people afterwards were saying the saloon car race was by far the more interesting. Perhaps next year, one team won't be so much quicker than all the others. Rumour suggested that next year the new 13in Dunlop tyre is likely to be used on all cars".

PAUL SCHMIDT

By Marc Schagen



A young Paul Ready to race (Warwick Farm?)



Paul, Ivor and Marty



Paul and his wife Julie

TK&C A good rollup to Carrs Park for the 12th November outing.

(Thanks to Evan Jones for the photos)







NOVEMBER'S TYRE KICK & COFFEE AT BOURKE STREET BAKERY, MARRICKVILLE



Sunday the 19th of November, 2023, found us at Bourke Street Bakery in Marrickville for a quick catch-up and a coffee. Scroll on, and enjoy a few photos from the morning.

With Gough Whitlam Park currently over-run by rugby players, we have moved our third Sunday of the month Tyre Kick to Bourke Street Bakery in Marrickville for the next couple months. The location worked well this month, as we were able to secure some outdoor tables to look out upon our cars parked in the colourful inner city sun-shine while enjoying good pastries, coffee and most importantly company.





The roll-up was great, regulars joined by less frequently seen faces bringing along cutting edge Emiras and Evoras to a series 1 Elise, Elan and Europa, as well as some exam-ples from Porsche and Audi.

See you at the next Tyre Kicks set for Carss Park on Sunday the 10th and Bourke Street Bakery on Sunday the 17th. We hope to see you there!



Answer to last months "Now who Said That?"

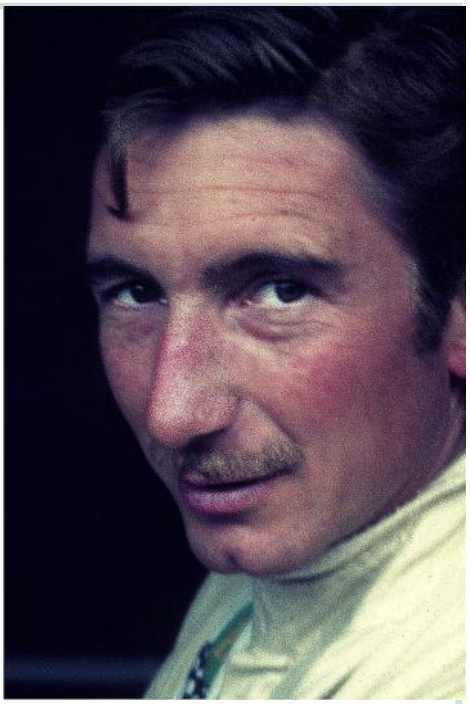


Last months quite was

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

Bob Hunter came in quickly with the correct answer of Jo Siffert

—-



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! Answer to t.devitt@bigpond.com



This months quote is

"The connection of the car to the driver is the seat. You are strapped in tightly in it. On the motorcycle, you can move around. The G-forces feel different. It's probably harder to change from the car to the motorcycle '

Pretty easy so no help

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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

SERIES 4 ELAN DHC RESTORATION PRO- JECT

ON OFFER

Elan Series 4, DHC restoration project for sale, includes professionally re-engineered chassis modified to 26R specs, Lotus engine/block with weber twin cam head and gearbox with diff. Also includes a period correct set of 6 Mini Lite-style magnesium wheels.

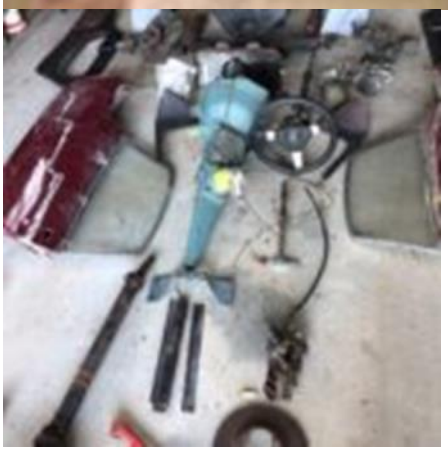


This car is 95% plus complete and is available now in Brisbane. Seeking offers of $20,000 and above.









Please note that the body shell including the doors, bonnet and boot lid are available separately for $6000, Phone Steve on (0417 181 819



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

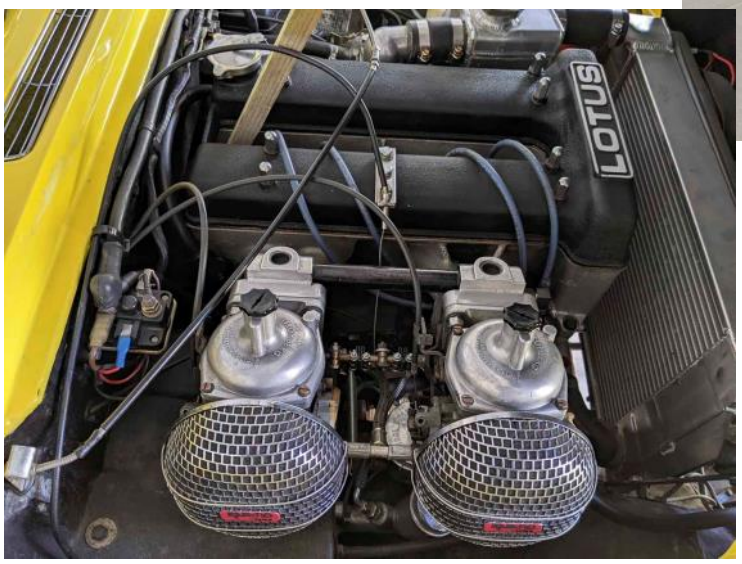
irishes@rocketmail.com

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 $69,000. - 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.

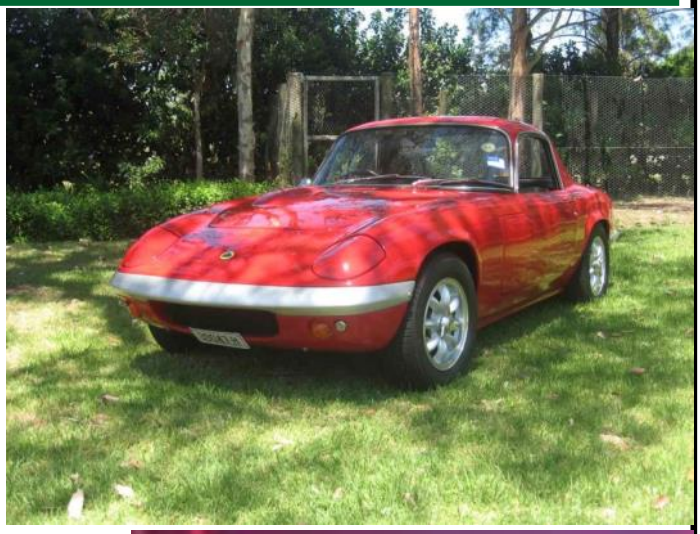
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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 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)









