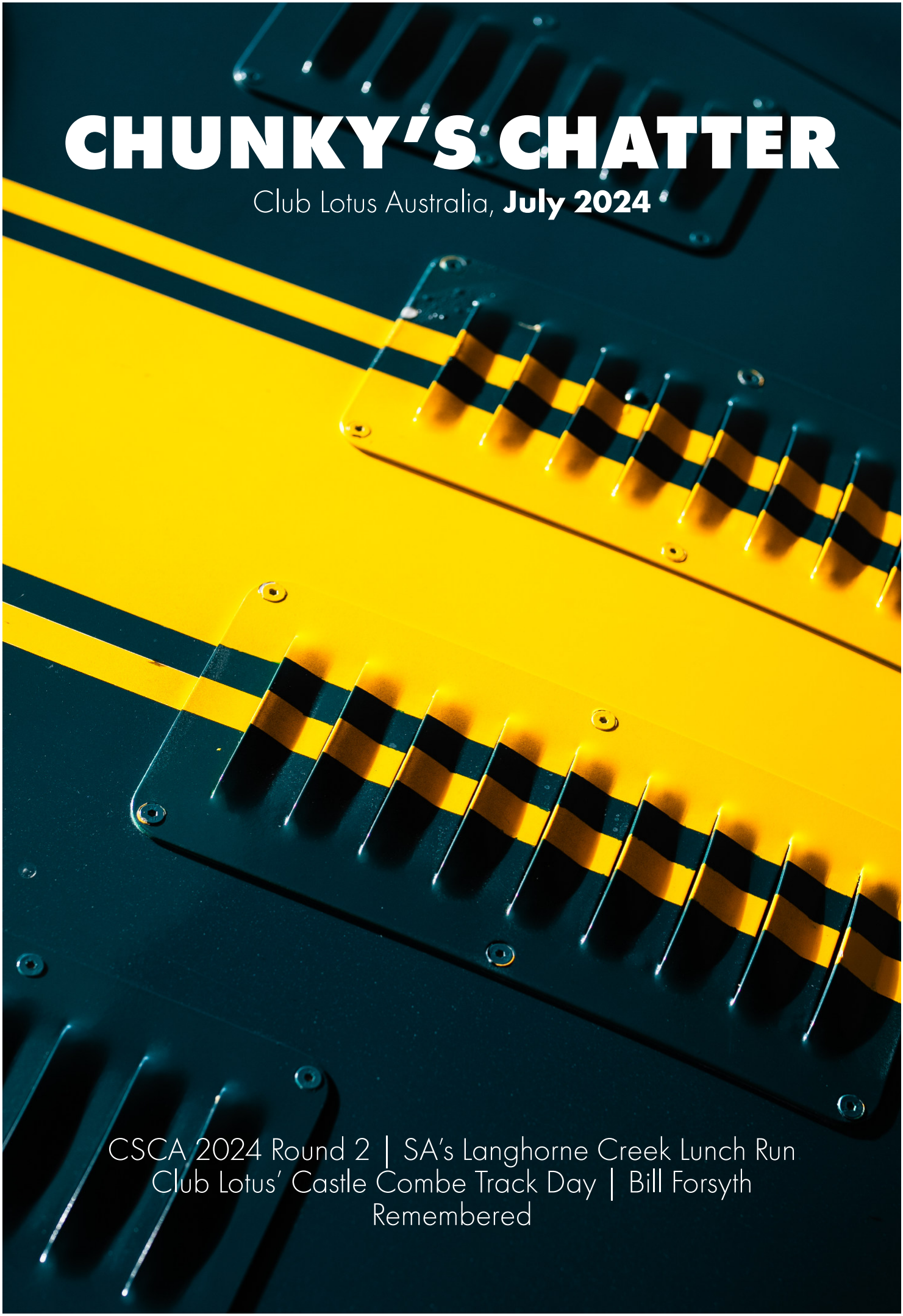
CHUNKY'S CHATTER

Club Lotus Australia, **July 2024**



CSCA 2024 Round 2 | SA's Langhorne Creek Lunch Run
Club Lotus' Castle Combe Track Day | Bill Forsyth Remembered

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly.

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

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

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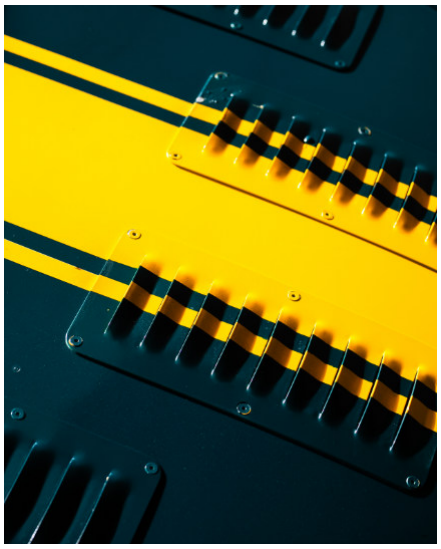
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Logo design by Zed Elliott

Cover photo: Alan Pate's Elan 26R at Sydney Motorsport Park, June 23, 2024



JULY 2024

SA Early Morning Run: The South Australian crew meet up on the first Sunday of each month for a run departing from Beaumont Road at 9:00am.

NSW Tyre Kick & Coffee: Every month there will be two Tyre Kick & Coffee get-togethers in NSW. The first is held at **By the Bay Cafe**, Carss Park from **8:30am on the second Sunday** of the month. The second is currently being held in the car park at **Gough Whitlam Park** in Earlwood, meeting from **9:30am on the third Sunday** of the month.

Lotus Club Queensland meets on the 1st Tuesday of each month.

Lotus Club Victoria meets on the 2nd Tuesday of each month.

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2024 CALENDAR

JULY

07 SA Early Morning Run
14 Tyre Kick & Coffee: By the Bay Cafe Carss Park
21 Tyre Kick & Coffee Gough Whitlam Park
27 CSCA 2024 Round 3: Pheasant Wood Circuit

AUGUST

04 SA Early Morning Run
11 Tyre Kick & Coffee: By the Bay Cafe Carss Park
18 Tyre Kick & Coffee Gough Whitlam Park
24 CSCA 2024 Round 4: Sydney Motorsport Park GP Circuit
25 Shannons Sydney Classic

SEPTEMBER

01 SA Early Morning Run
08 Tyre Kick & Coffee: By the Bay Cafe Carss Park
15 Tyre Kick & Coffee Gough Whitlam Park
15 All British Day, Hawkesbury Showground

OCTOBER

06 SA Early Morning Run
13 Tyre Kick & Coffee: By the Bay Cafe Carss Park
19 CSCA 2024 Round 5: One Raceway
20 Tyre Kick & Coffee Gough Whitlam Park
27 - 01 Nov Lotus Week 2024: Lake Mountain

NOVEMBER

03 SA Early Morning Run
10 Tyre Kick & Coffee: By the Bay Cafe Carss Park
17 Tyre Kick & Coffee Gough Whitlam Park

DECEMBER

01 SA Early Morning Run
08 Tyre Kick & Coffee: By the Bay Cafe Carss Park
15 CSCA 2024 Round 5: One Racewayv



ASHTON'S PRESIDENT'SPRATTLE

Well, there's no doubting it is certainly winter! And that's from someone freshly back from the Old Dart, so it really can't be good.

However, it gives plenty of time to spend in the garage, or reading this new edition of Chunky's, courtesy of a combined effort by Seth and Tom - thank you both!

The last month was one of two uneven halves - three weeks were spent in the UK (and you'll see my reflections on the Classic Team Lotus Garden Party elsewhere), and the last week spent back here, re-acclimatising to the Sydney winter, and getting myself (and more importantly, Gidget) sorted out for the next adventure - the Great Cape Rally in August and September.

On the subject of Gidget, I spent a happy hour or so recollecting the adventures we shared with a bunch of the Club Lotus Avon crew just before I headed back here from the UK. The power of the internet is astonishing - most of them had heard of Gidget, slightly unbelievably! And there were a lot of questions, so many in fact that we didn't finish talking to the pictures. But a fun night!

Which prompted me to think there may be value in resurrecting our monthly (or periodic) club meetings to invite interesting people to come and talk to us, or to visit interesting suppliers premises. Or some other approach perhaps? Thoughts? Anyone interested to organise something?

Speaking of organising, the organisation for the next Biennials continues apace, and if you missed it last month, make sure to put a placeholder in your diaries for the 7 - 10 March 2025, when we will be gathering around Albury for the first get-together in a while!

Slightly closer to hand we have our Tyre Kicks in July (and subsequently of course!), the upcoming Shannons Classic and the CLA CSCA sprint in August, and the All British Day in September. I'm really hoping this persistent rain abates before then!!

So that, as they say, is a wrap for this edition of the new, shiny quarterly Chunky's Chatter - please do let us know what you like, what you think we can improve, what you want to see in there etc.

And meanwhile, stay safe, upright and mainly on the blackstuff.

Pip pip,
Ashton



LETTER FROM THE EDITOR

Welcome friends to the first of the returning editions of Chunky's Chatter! It has been far too long in between laps, so please forgive us the wait and any (the many?) teething issues I'm sure we'll encounter as I learn to lay out the magazine and uncover the many contributors it takes to create a document like this with any frequency.

Firstly, I'd like to thank Tom once again for his incredible contribution to the club and what he created and maintained for so long in Chunky's Chatter. The role of editor is a massive commitment, which Tom has fulfilled unerringly for many years, keeping the community up to date and entertained with each month's magazine, and recording a vital history of our club and community along the way.

I don't have Tom's encyclopaedic knowledge of motorsport, motoring and club history, but I will endeavour, with the help of many, to create something interesting and entertaining, albeit on a quarterly schedule rather than monthly.

On that note, we could definitely use some help! If you have a story or an idea that you would like to contribute, no matter how big or small, we'd love to hear it.

That may be a history of your car, something you're building or restoring, a trip you took, a run you enjoyed or even just a paragraph or two on a recent event - reach out and let's share it with the club. Stories don't need to be fully fleshed out - just ideas for content that you can share with the team, who can help bring it together.

There's plenty to get involved with at the moment, both in terms of social and competitive events. Motor sport is back in top gear with the recent CSCA round at on Sydney Motorsport Park's 'North' circuit running to great success, a round at Pheasants Wood coming up this month and then our Club Lotus Australia round in August, as well as the motor sport crew here in New South Wales getting more involved in sprints with the BMW club on the side.

The sim racing crew have also dusted off their rigs recently and are running together regularly again, and our monthly catch-ups in South Australia, Queensland and NSW are pottering along nicely. If there's anything you'd like to know more about, don't hesitate to reach out via committee@clublotus.com.au.

Please enjoy the return of Chunky's, and reach out with your stories and ideas, and feedback.

Seth



Lotus lineup at Oxenberry Farm for the June run to McLaren Vale

With thanks to Andrew Stevens

After a dry start to the year, the farmers are busy following the belated arrival of rain, as the unseasonably temperate weather finally takes a plunge into winter. This week Adelaide recorded its equal lowest ever overnight temperature, matching the 1908 minimum of 0.6 degrees. The Adelaide hills may be wonderful destinations for a drive but are a good couple of degrees cooler than Adelaide, and residents were back to scraping ice from their windscreens, with the morning radio announcers providing de-icing tips.

Nevertheless, there continue to be plenty of opportunities to enjoy our Lotus in and around SA.

JUNE GET TOGETHER

It was a tight knit crew that turned up at Beaumont Rd at the start of June for our monthly get together. In honour of recently departed Michael Ford, who would regularly lead the way on exploration of excellent roads in the southern vales, we headed off to Oxenberry Farm at McLaren Vale. Our route took us via Clarendon and a climb up the wonderfully twisty Wickham Hill Rd. Wickham Hill Rd has to be one of the most Lotus friendly bits of tarmac anywhere, even if the TDU boys annex it at the start of every year.

General consensus on arrival at Oxenberry was that Michael would very much have approved of the run, and the spirit in which it was driven. Plenty of sunshine meant that the late breakfast at Oxenberry was enjoyed outside, with a lively chat that took as many twists as the Wickham Hill Rd.



The three Lotus wait patiently at Lake Breeze Winery while their masters enjoy lunch inside

Langhorne Creek Lunch Run

The first day of the new financial year saw a small group of retired or semi retired engineers thumbing their noses at the pencil pushers for a run through the Adelaide Hills, and Fleurieu region for lunch at Langhorne Creek.

Mark Tiddy joined in with his recently acquired ex-Michael Ford Evora, accompanied by Chris Burton, who left his MGTC at home. Peter Chaplin brought his black Europa S, while David Hopper was left behind as he tried to escape the clutches of the medical profession. With the top down in the Elise, I was definitely happy with the decision to grab a beanie before I left home.

After meeting up at Feathers Hotel in Adelaide's east, we headed up the twists and turns of Greenhill Rd, through Uraidla, and Balhanna and onto the Onkaparinga Valley Rd. We meandered past the deserted Oakbank Racecourse before paralleling the Amy Gillett Bikeway to our first destination, the Woodside Providore for a coffee and P-Brake. We'd hoped that David would be able to catch us there but he'd wisely decided to head directly to our lunch spot at Langhorne Creek.

The four of us set off again through the Hay Valley and Nairne, passing the shuttered Green Valley Strawberry Farm café, with a plan to skirt around the back of the building site that is now Mount Barker. We arrived to find our planned route blocked by an unannounced road closure, forcing us back into the speed bump-littered Mount Barker domestic streetscape before we once again escaped to the open countryside.

The three Lotus flew along the gently winding Wellington Rd, before joining the sweeps of Meechi Rd across the back of the Fleurieu towards our destination at Lake Breeze Winery on the banks of the Bremer River. We arrived up the rose lined driveway to find David had beaten us, and was already warming himself in front of the fire.

I'd been coming to Lake Breeze in Langhorne Creek for over 30 years and had seen its development from a basic cellar door into a wonderful vineyard experience, but for the others, this was a first. Our upstairs table had a spectacular view across the shiraz vineyard that adjoins the cellar door, restaurant and function room. The food was excellent, as was the wine (in moderation), service, and company.



Lunch must have been good, because it was almost 3pm before we settled up and decided to make our respective ways home.

For the run home, Chris decamped from Mark's Evora, into David's peopleswagon, while Peter decided he'd take a different route home in the Europa, so that he could approach Adelaide from the right quadrant. David, Mark and I cruised north through the hills and valleys, traversing the historic towns of Strathalbyn, and Macclesfield, then Echunga, and Stirling where we parted company to our individual destinations.

A most enjoyable day, doing what Lotus cars do best - bringing friends together.

July Get Together

By the time you read this, our July get together in the East Parklands will be behind us. We meet up at Beaumont Rd, (off the corner of South and East Terrace) at 9:00am on the first Sunday of each month.



ROUND WRAP-UP:

CSCA 2024 ROUND 2 AT SYDNEY MOTORSPORT PARK

Sunday the 23rd of June found us at Sydney Motorsport Park for the second round of the 2024 CSCA supersprint series, kindly hosted by the Jaguar Drivers Club Australia (JDCA).

With the first round of the series held way back in January, it had been nearly six full months since our last chance to stretch the cars' legs, and competitors were eager to get out and have some fun. Entries were excellent, with 86 drivers setting a time on the day and Club Lotus Australia making up a quarter of those with 20 people running under the club banner.

The weather leading up to the event was a little grim, with Saturday proving extremely wet and the drizzle holding strong over the city through Sunday morning. Conditions in the west were kinder, with morning rain clearing quite quickly and staying away through the rest of day, the quick runners in Group 1 getting the worst of it on their first outing.

Adam Single reigned at the top of the timesheets at the end of competition, running a 1:07.25 in the Williams race car, but then it was Club Lotus holding down the majority of the top ten. Colin Rudd set a massive new personal best of 1:08.17 in the Exige for second overall and first in P3.

We're happy to see Louis Chan running more frequently, setting the third fastest time of the day in his highly modified Honda EG Civic, with a class win in R5 as well.

Martin Duursma was the fastest of the M3 drivers with a 1:09.40 in the Exige Cup 430, followed by the Exiges of Brett Monk and Geoffrey Linders. Ralph Thompson was seventh overall just a few tenths behind on a 1:10.67, fourth M3.

Peter Taylor and Chris Pearse had a great battle through the pack in Group 2, Taylor ultimately landing on top with a 1:11.72 in 11th, Chris finishing the day in 18th on a 1:14.19. In between them was Peter Deller in the Commodore on a 1:13.32 and the Elises of Graham Allen and Christopher Daniell, Chris back after an eighteen month hiatus to keep Graham on his toes.

Likewise it was fantastic to see Gino Valdes back out on track, pedalling his Minion Exige on the limiter through the 'flip flop' and finishing the day in 21st overall on a 1:14.50 for fastest in P2.



Len Goodwin looked good as always in the beautifully prepared and developed Lotus Elan 26R that he runs with Alan Pate, topping CD1. John Deller wasn't far behind Len or his brother Peter, putting in a 1:15:42 in the Commodore.

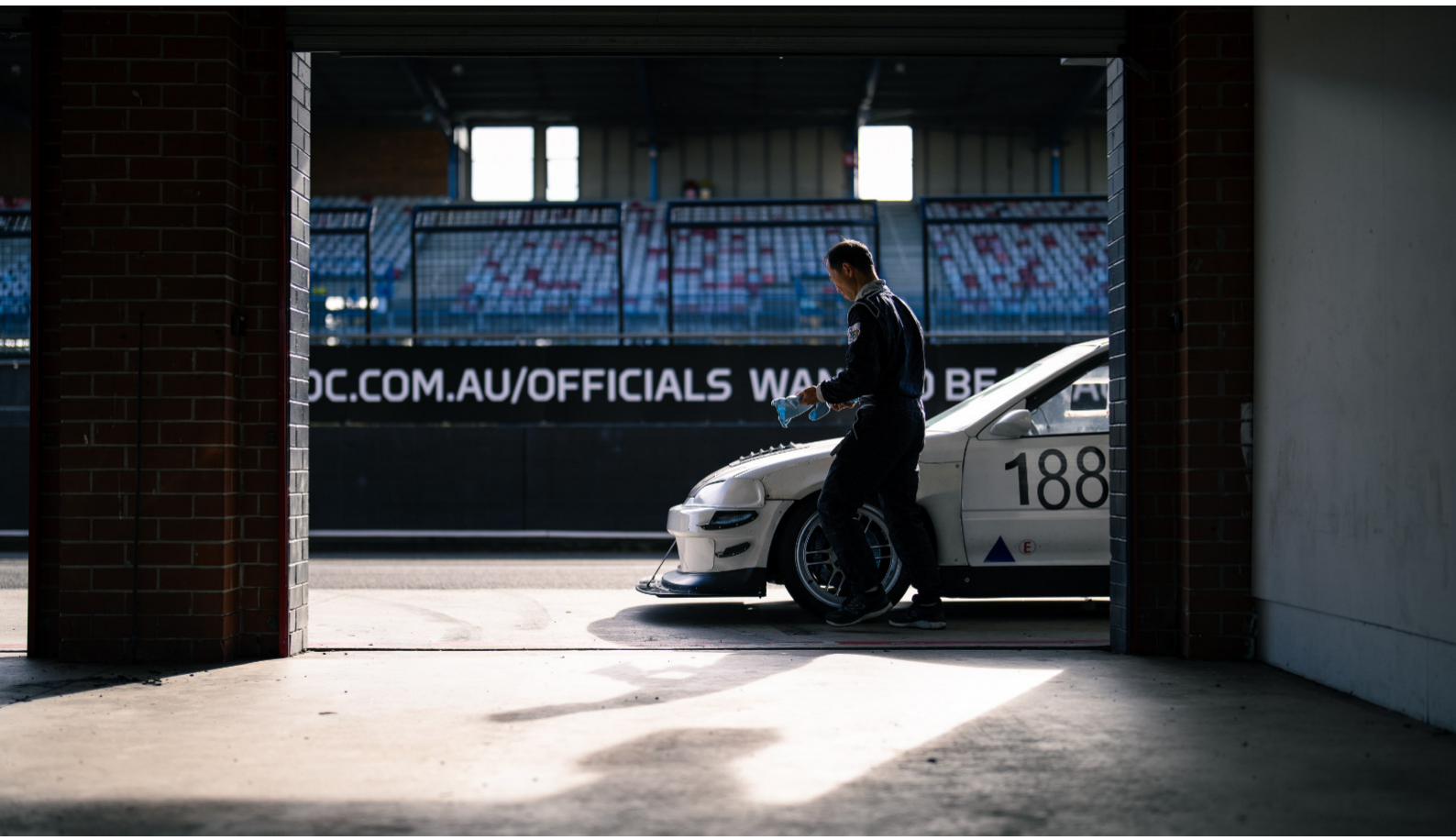
Jake Hobbs and Matthew Hundleby were closely matched in the mid-field, Jake steering the Civic he shares with father Graham to a 1:18.75 ahead of Matthew's 1:18.98 in the Elise, Derrick Cho on their heels in a Civic Type R.

The little Hondas are proving a fun and competitive ride for these sprint days, but perhaps suffered on the two long straits of the North circuit, Lachlan Klumper's MX5 leading Graham Hobbs and Simply Sports Cars mechanic Alexander Tickle in the two Civics.

Entry to CSCA 2024 Round 3 is open now via the Motorsport Australia Member Portal, and will be held in just one month on Saturday the 27th of July at Pheasant Wood Circuit, kindly hosted by the MG Car Club Newcastle. Then it's our turn! Club Lotus Australia will host round 4 of the series on August 24 on the full Sydney Motorsport Park Gardner (GP) circuit. We'd love to see you there.






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SAVE THE DATE!

CLUB LOTUS AUSTRALIA-HOSTED CSCA 2024 ROUND 4 SET FOR AUGUST 24

Club Lotus Australia is hosting Round 4 of the 2024 CSCA Supersprint Championship on August 24, and we'd love for you to be a part of the event. Further details and entry will be available soon!

Lock the date in your diary and make an effort to get to Sydney Motorsport Park to support your club and enjoy some fantastic grass roots supersprinting on the Gardner (GP) circuit.

Entries will open soon for existing Championship competitors, but that should not deter you if you are considering driving your Lotus on the track for the first time, everyone is welcome to compete.

This is a safe & controlled environment whereby you are sprinting against the clock, not other competitors. We welcome volunteers and support crew as well to come and get involved.

Further details of the event and entry instructions will be posted soon, stay tuned for more information and entry links in the coming weeks.

We look forward to seeing you trackside for a great day of racing!



SHANNONS SYDNEY CLASSIC & ALL BRITISH DAY

TICKETS AVAILABLE & A NEW VENUE FOR THE ALL BRITISH DAY

Thanks to Evan Jones

Well, next month we re-enter "display season," with the Shannons Sydney Classic on Sunday August 25 at Sydney Motorsport Park, and the All British Day on Sunday September 15, this year at Hawkesbury Showground.

Once again, we are fortunate at the Sydney Classic to once again have our space in the area right behind the pit building. If you'd like to join us and take part in the club display, arrive well before 9am to miss the traffic (over 2,000 cars will be entering for display). This year display participants must commit to staying until at least 3:00pm to ensure the paying public have cars to look at.

The All British Day moves this year to Hawkesbury Showground from King's School as the school has closed their art show which used to run concurrently with the event.

Moving to the showground will be good for the show, as it is a venue designed for such an event and has no weight restrictions regarding the vehicles that might cross the field and no hidden sprinklers (some of which have been allegedly damaged at Kings in the past as they hadn't retracted properly and were subsequently run over.) Participants will also be welcome to pitch a shelter or similar without restriction i.e. you can use real tent pegs as there is no subterranean irrigation to puncture.

Tickets for both can be ordered by emailing me at evanj@optusnet.com.au. Get in quick – some of the SSC tickets have already been claimed. At the time of writing, there were 11 SSC and 20 AB tickets available.

CLUB LOTUS CASTLE COMBE TRACK DAY 2024



Every May, Club Lotus in the UK organises a Lotus Family Track Day. The family aspect means they not only aim for a family friendly day (which it most certainly is) but also one inclusive of the sub-groups of derivatives and developments, as well as the more "mainstream" sports car owning members. This makes for a very interesting day out pottering around the paddock, as well as offering family members the opportunity to drive their (often partner's) cars on the track.



The day is loosely guided around a picnic concept, so the morning is a bit more structured to give each group plenty of track time, then there's lunch, for which everyone brings along a picnic - some more so than others! In the afternoon, it's open pit lane with a maximum track density of 20 cars, which for a circuit the length of Castle Combe means you hardly need to worry about passing or being passed.

This year's event benefited by being blessed with gorgeous sunny weather, and I took the Alvis along on my way down to Cornwall. Not that I ever intended to take it out on the circuit! The Historic Lotus Register crew were there in numbers, with Nigel Haliday promoting the group's golden jubilee this year.



All in all, a lovely day out, and one for us to think about replicating here, particularly if Wakefield gets up and running again.

CLASSIC TEAM LOTUS GARDEN PARTY



Last year, Clive Chapman opened the gates to East Carleton Manor, formerly his parents' home and now his, just down the road from both Hethel and the Classic Team Lotus workshops.

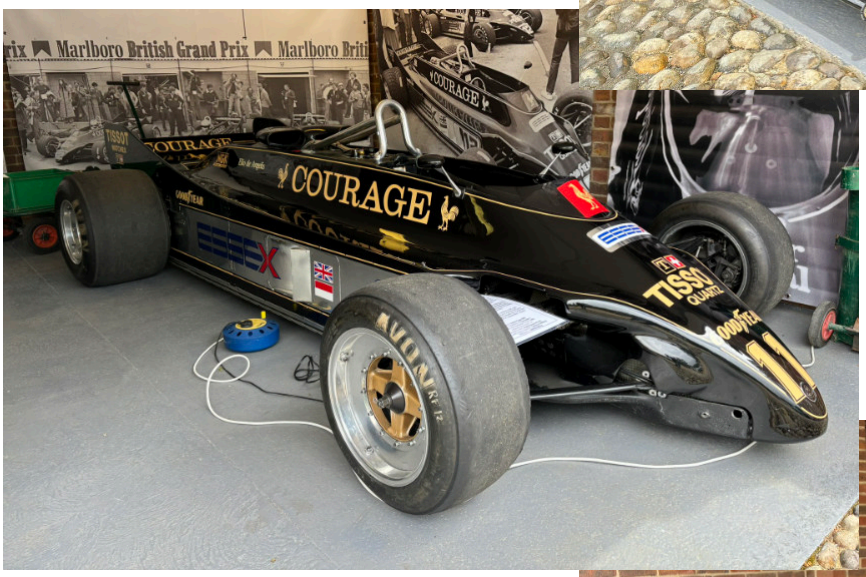
It was such a success that Classic Team Lotus decided to do it again, this year focused on deepening the knowledge of and awareness of the first twelve cars built. To support the presence of those twelve cars, there was a useful spattering of other wonderful period race cars, and examples of the newest three cars to come off the Lotus drawing boards. I was lucky enough to blag an invitation and went along for a lovely lunch and much chatter!

The day was occasionally interrupted with thunderstorms, but I managed to grab a few photos between the showers.




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TYRE KICK & COFFEE

GOUGH WHITLAM PARK 21 APRIL 2024



Sunday the 21st of April, 2024 found us getting together for a Tyre Kick & Coffee on a lovely autumn morning in Gough Whitlam Park in Earlwood. Scroll along and enjoy a few photos from the morning.

After a very grey and rainy Saturday, Sunday dawned sunny and cool – perfect weather for a drive with the top down. Our casual Sunday get together once again drew a good crowd, with eleven cars brought out for the run. We were pleased to see a great collection of Europas out and about, joining a few Elises from the early to the modern, and an Evora.




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TYRE KICK & COFFEE

CARSS PARK 14 APRIL 2024



Sunday April 14 found us in the car park above By the Bay Cafe in Carss Park, catching up over a coffee and a quick bite on a beautiful Autumn morning.

The small road up to the car park has been fitted with a new one-way traffic light, which may have turned a few punters away as the car park was quieter than usual, but that suited us just fine.

We are thrilled that these meetups continue to draw a consistent crowd of both regulars and new members, and an interesting collection of cars. This week Ashton turned up in his very unusual four-wheel drive Lotus with Charley riding shotgun, joining a few two-wheeled varieties as well as a more modern selection from the marque.

We were lucky to get a table outside the cafe's take away window, where we could sit and relax in the shade for a while, enjoying a good conversation and visits from the local doggos.






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HSRCA SYDNEY CLASSIC

JUNE 8 - 9, SYDNEY MOTORSPORT PARK

With thanks to Daniel Bando

Lucky for me, 'Team Toastie' had two thoroughbreds to choose from to race at the HSRCA's Sydney Classic, which was held over the King's Birthday long weekend, June 8 & 9 at Sydney Motorsport Park.

I chose old faithful - my 1985 Elfin Formula Vee. While not a Lotus, it sure was built with the Lotus ethos. Weighing in after race 1 at 384 Kgs with half a tank of fuel, it sure has added lightness.

Preparation for the event included fitting new tyres, an oil change and a general spanner check. The Vees had enough entries to form their own grid of 18 cars. Great!

The weather looked promising for the weekend, although it was wet as I rolled into the pits and commenced the mad rush to unload, sign on and attend drivers briefing all before 8:30am. I was garaged with two mates, who were both competing in newly acquired Elfins. The scene was set for a fun weekend.

Friday practice went smoothly in my group. After four 15 minute sessions, I put the Vee on charge and headed home.

Qualifying is quite tactical if you want a quick time. You really need to latch onto a competitor at the right moment for an aerodynamic tow. It's amazing how well this works. I didn't get a tow, but qualified 6th on Saturday morning.

Race 1 had a collision in turn two on the first lap. I had a birds eye view of the incident. Several laps under safety car followed, but we were able to finish the last few laps at race pace. I crossed the line 4th by the width of my nose badge, but I was bumped into second thanks to start and safety car infringements for the front two cars. Front row for the start of Sunday morning's race then!

I finished both Sunday races in 6th after nose to tail battles across all race laps. And yes, Team Toastie lived up to its name with the coffee machine and sandwich toaster working overtime for three days! Awesome weekend.

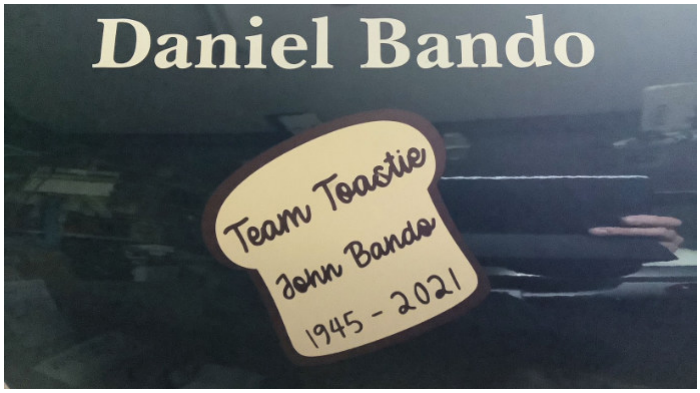


The HSRCA put on a great event. There was a tribute to race car constructor legend Bob Britton, builder of Rennmax race cars. Bob was chauffeured around the circuit in a lovely Morgan restored by Noel Bryen and escorted by all the Rennmaxs entered for the meeting. What a sight and I'm sure a thrill for Bob.

Group C & A, the HQ Holdens, sports cars and open wheelers all put on a great spectacle on track. While this meeting featured a tin top focus with the above mentioned touring cars and Group N, there was a great variety across the field, the Rennmax celebrations certainly helping to bring out the best in the open wheeled grids as well.

Other Club Lotus competitors were Bruce Melville and Nick Livanes, both in Elans, Grahame Burton in his trusty Hawke Formula Ford and Richard Carter in a very special 1965 Rennmax 23B sportscar. Bruce ran in Regularity, where he scored podiums with third on the first and third runs, Nick also entering the timed classes and competing in a very varied Supersprint field. The Formula Fords ran with L, M and O, and Grahame was consistent in a competitive mid field, Richard just ahead and completing his weekend with two fourth place finishes in the Group M car.

There are a variety of different grids for CLA members to choose from if they want to participate in the fabulous historic race meetings. As well as race categories, there is Supersprint and Regularity, which accommodate the younger cars, even up to the early 2000s in some cases. So why not join in the fun, atmosphere and camaraderie.










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BILL FORSYTH MEMORIAL

JUNE 15, AMAROO PARK

With thanks to Graham Allen

On Saturday June 15, a memorial was held to honour the late Bill Forsyth, a revered figure in Australian motor racing photography. The event, held at Amaroo Park picnic ground, overlooked the historic Amaroo Park race circuit where Bill had captured countless iconic moments through his lens.

I brought my Elise and Eleven replica to the memorial, accompanied by my brother Jason, paying tribute to Bill's enduring legacy. Bill's career was distinguished by his pivotal role in Racing Car News, where his photographic coverage of motor racing events nationwide was highly acclaimed. He notably left a lasting imprint on Targa Tasmania during its formative years.

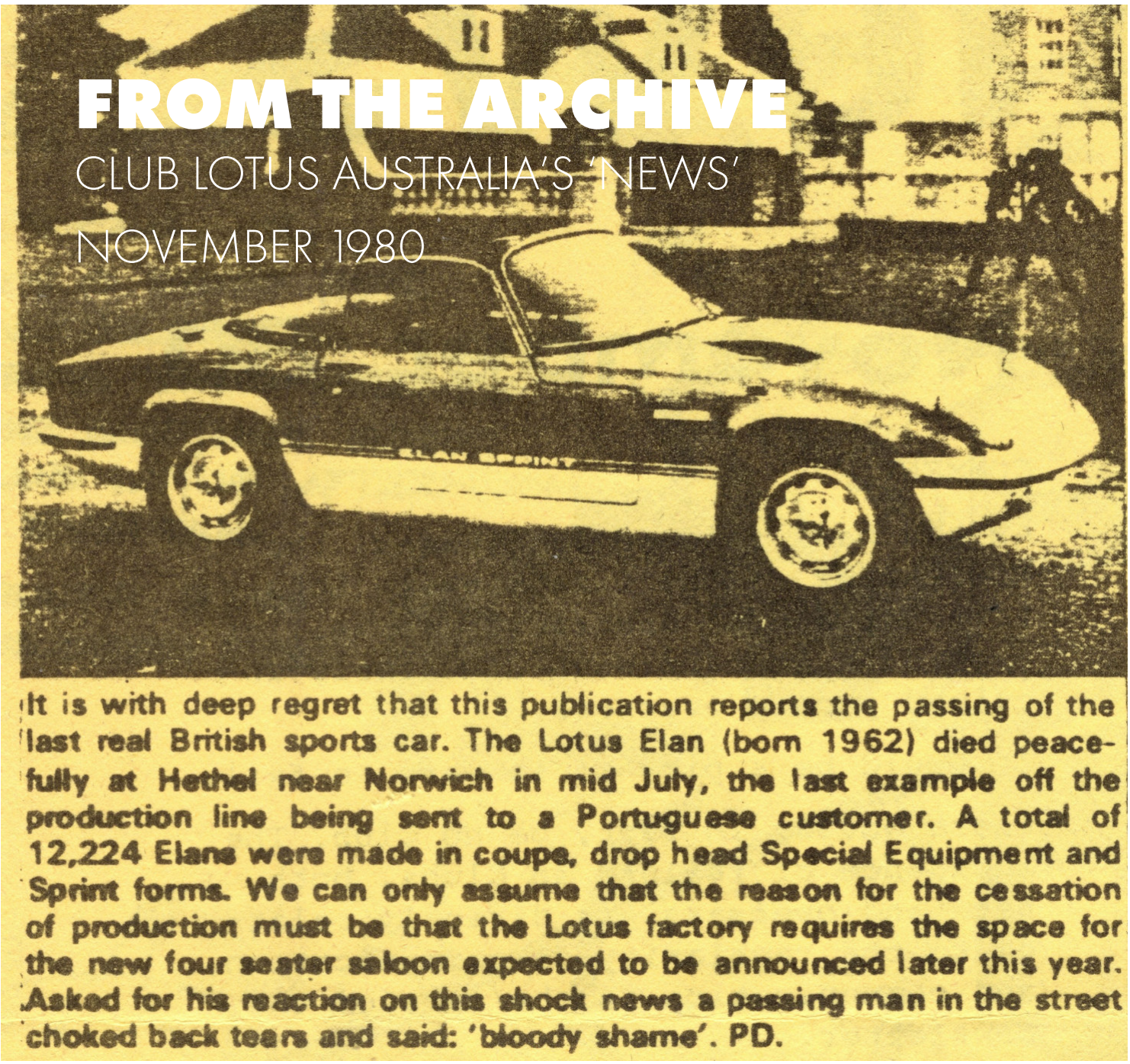
Beyond motorsport, Bill Forsyth's talents extended to advertising photography for Volvo Australia and even included wedding photography, showcasing his versatile skills behind the camera.

His extensive portfolio will be honoured in a book 'The Best of Bill' scheduled for release in 2024, ensuring his influential contributions to Australian motor racing photography endure.

FROM THE ARCHIVE

CLUB LOTUS AUSTRALIA'S 'NEWS'

NOVEMBER 1980



It is with deep regret that this publication reports the passing of the last real British sports car. The Lotus Elan (born 1962) died peacefully at Hethel near Norwich in mid July, the last example off the production line being sent to a Portuguese customer. A total of 12,224 Elans were made in coupe, drop head Special Equipment and Sprint forms. We can only assume that the reason for the cessation of production must be that the Lotus factory requires the space for the new four seater saloon expected to be announced later this year. Asked for his reaction on this shock news a passing man in the street choked back tears and said: 'bloody shame'. PD.

With thanks to Andrew Stevens

November 1980, and the imaginatively named Club Lotus Australia "News" was an 8 page production. The CLA logo was a lot less Lotusy back then, being patriotically derived from the national flag. The entire back page was dedicated to promoting the NSW Christmas Party at Neilsen Park, and the forthcoming Bathurst Hillclimb on 6 & 7 December.

Inside there was news of forthcoming meetings in NSW and Queensland, although nothing from SA or Victoria. Along with me, they were probably busy with the AGP at Calder Park featuring Alan Jones in his FW07 Williams, Bruno Giacomelli in a works Alfa flat-12, and Didier Pironi in an Elfin F5000.

The 11 member committee was Tom Devitt (Chair), Graham Howard (Vice Chair), Margaret Simms (Secretary), Owen Wuillemin (Treasurer), Adrian Schagan (Registrar), Bill Pattalkow (Club Captain), Barry Duckworth (Social – of course), Spencer Bates (Editor), Wendy Colliver (Victoria), Russ Carter (Queensland), and Ian Peters (South Australia). A few names there!

There was an impassioned piece from Spencer Bates about the steps needed to ensure the continuation of the newsletter, and a Valé piece commemorating the passing of the last real British sports car, the Lotus Elan (born 1962) that was recorded as having died peacefully at Hethel in mid July.

Mike Miller was announced as the NSW Club Champion for 1980, while the Clubman of the Year was still being debated. On the local motor racing scene, John McDougall had captured the moment during practice at Mt Panorama when Graham White's Lotus XI biffed the back of Brian Foley's Lotus Elite on the run down to Forrest Elbow. At least they kept it in the Lotus family.

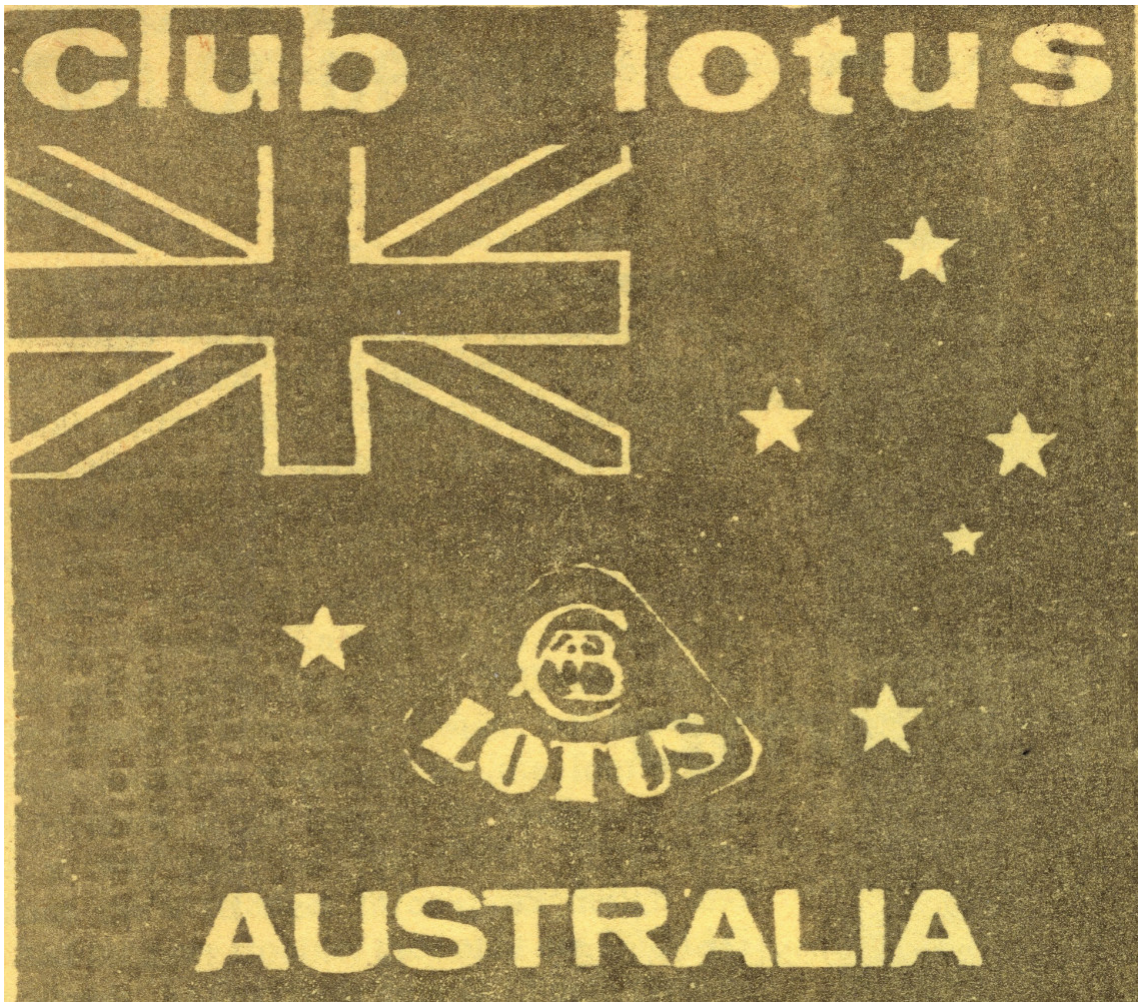
The annual Lotus-Morgan challenge was to be a softball game, presumably selected in honour of the Morgan contingent, while the 1981 Queens Birthday weekend was to be a joint NSW/ Queensland event at Coffs Harbour. The NSW Historic Racing Register proudly announced an annual point score series from January 1981, with trophies being awarded for the winner, runner up and "group" winners.

F1 was covered with articles on Formula One 'Trend of Design – Wheels', while a detailed technical article covered designing and building your own exhaust system, complete with formulas for pipe lengths and exhaust box sizing.

Fred Belen penned a piece on Rewiring a Europa complete with wiring diagram, and Christopher Neil Sportscars was advertising "improved" Christopher Neil Spyder Chassis for Elan and Plus II for £350 and £375 respectively, with the list of improvements provided. They were also offering a Lotus 7 Series IV chassis repair service, and tow bars for your Elan or +2 (yes really! On a side note: I recall Victorian Dennis Hogan towing his Clubman sports car to meetings with his S1 Elan Drophead. There wasn't much useable boot space).

In the 'For Sale' section, there was a replica Lotus 23B complete with Cosworth T/C, body moulds and custom trailer for $5,000; a silver Elan +2 "Black Badge" from Jim Hanley's estate for $9,000, and a red Elan S4 FHC for $6500. In the parts section, Bryan Miller was offering parts from the UK, while also selling FF tyres, and looking for an Elan S3 or S4, and a set of Minilite wheels for an S2 Elan. Bob Vahey had a bare Stromberg T/C head for sale for the magnificent price of $50!

The newsletter was interspersed with a number of cheeky cartoons and photo snippets of interest, presaging the irreverence of Chunky's Chatter many years later.



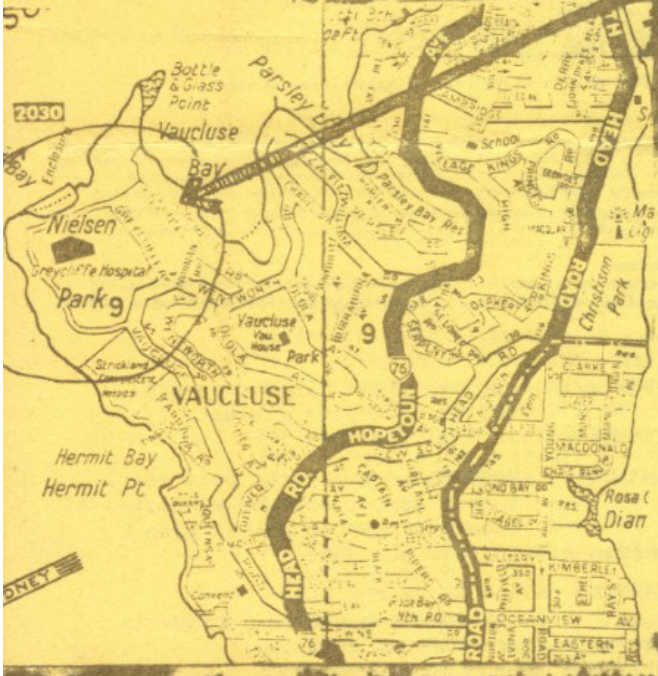
CHRISTMAS PARTY

2.30 P.M. SAT. 29 NOV. AT NEILSEN PARK

B.Y.O.G. & B.Y.O. FOOD FOR BARBECUE & BRING YOUR FRIENDS FOR ANOTHER GREAT CLUB LOTUS AFTERNOON & EVENING.

ADULTS $1.00
CHILDREN FREE.





← GREGORY'S MAP 17 H-4.

COMING ATTRACTIONS

BATHURST HILLCLIMB

6-7TH DEC.

CLUB LOTUS HAS AGAIN BEEN INVITED BY BATHURST LIGHT CAR CLUB TO COMPETE IN THEIR FANTASTIC HILLCLIMB ON THE FAMOUS MT. PANORAMA CIRCUIT. SPECTATORS THIS YEAR WILL BE TREATED TO WHAT PROMISES TO BE A MOST EXCITING DUEL BETWEEN EXISTING RECORD HOLDER, PAUL HAMILTON (ELFIN) & COLIN BOND & JOHN DAWSON-PALMER IN THE LOTUS 49. THE CLUB HAS BOOKED ROOMS AT THE GOLDPANNER MOTEL (Sydney Rd., Kelso - ON HWAYS, SYDNEY SIDE OF BATHURST, RECOGNISEABLE BY A STATUE OF A 60' HIGH GOLDPANNER AT THE GATE). SO IF YOU'RE DRIVING OR SPECTATING, MOTOR UP ON SATURDAY MORNING, CHECK INTO THE MOTEL, COOL OFF IN THE POOL, RIP AROUND THE CIRCUIT, TAKE IN DINNER & REFRESHMENTS AT A CLUB, THE HILLCLIMB ON SUNDAY AND GENERALLY HAVE A TERRIFIC WEEKEND WITH YOUR FELLOW CLUB



CLASSIFIEDS



SERIES 2 OR SERIES 4 LOTUS ELANS

I am looking to sell either of my two Elans in order to make room for a newly acquired Europa.

The white Elan is a Series 2 and has undergone a total restoration over many years and is set up for club-style events as it includes a big valve head, L2 cams, 45mm Webers and roll bar.

The car has had little use over the past decades and is presently having the head, water pump and gearbox rebuilt. A new alloy fuel tank has also been fitted. This Elan was originally left hand drive.

The price is $46500. The original matching numbers engine is also available separately to the purchaser at a negotiated price.

The blue Elan is a Series 4, in original condition having travelled only around 28000 miles from new. This car has a documented history and recently had the brake system totally refurbished. Presently undergoing suspension and driveline reconditioning.

This Elan has the original Stromberg head fitted and also comes with an extra Weber head.

The price is $36,500. Call Stephen on 0417 181 819.





LOTUS ELAN +2 JPS

Restored several years ago on a spyder chassis. Complete with original tool kit and jack. Fitted with replacement, more robust bellhousing (original bellhousing included).

Offers around $70,000.

Call Robert on 0417 214 411.



1979 LOTUS ELITE 501

Stalled 14 year restoration, almost everything done, but I've run out of enthusiasm! Body-off, chassis powder coated, fully reconditioned motor, resprayed, professional interior retrim.

Located Port Macquarie, was previously on full NSW registration.

Asking $25,000.

Call Robert on 0417 214 411.



1992 LOTUS ESPRIT TURBO SE HIGH WING

For sale is my 1992 Lotus Esprit Turbo SE 'High Wing'. Only 172 of the 'High Wing' version of this model are believed to have been produced, and this one is understood to be the only Australian delivered example.

Today, as ever, it is still a head-turner. In very good condition throughout with 77,270km it continues to drive superbly. It holds registration valid to October 2024.

This S3 has a 2.2-litre turbo "charcooled" engine which was the first fuel injection water cooled model. From factory they put out 197kw (264hp) and 353nm reaching 100km/h from a standstill in 4.8 seconds.

The leather seats are in very good condition, just the sleeve over the gearstick and the sleeve over the brake handle have some small wear and tear holes in them, but other than that the car is in very good condition.

In 2023 the brakes and shock absorber seals were repaired. In 2020 the following repairs were done:

- Timing belt
- Fan belts
- Brake hoses
- Oil seals
- Clutch, clutch hydraulic line, clutch master and slaves cylinders
- Cooling system hoses
- Gear box mounts
- Water pump and charge cooler pump renewed
- Headlight pod motors serviced

Included is a second set of wheels, four new tyres as well as a parts list manual and service manual.

Asking $78,000. Contact Lillie at cawthorns@email.com



1985 LOTUS ESPRIT TURBO SERIES 3

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.

Price $90,000 AUD.

Call Stuart on 0409 900 561.





1965 BRABHAM BT15

This car is understood to be the third Formula 3 built by Ron Tauranac, raced successfully by Jim Sullivan (the driver of the year to Europe 1964). It was owned between '65 and '70 by Promecon, then purchased by Fred Opert of the USA.

Its third owner, Joe Bosworth, raced it as a Formula Ford for 10 years in the USA, and the car will be sold with its race logbook.

It was 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.

The gearbox was rebuilt by Gary Simkin and motor rebuilt to race specification, not driven at all since rebuild.

New magnesium wheels and spare set of four aluminium wheels for wet driving. Spare original nose cone available also new spare engine cover, to suit Formula Ford. New front uprights and new rear uprights with hubs new rubber doughnuts all hydraulics restored all hardware chrome plated.

Price $90,000 AUD.

For any questions or queries ring Graham on 0419 429 615 or gdell38@gmail.com





1960 LOTUS 18 FORMULA JUNIOR

Frame 987193, body plate 18/J/789 (attached to car). Sold in batch of six to Raper Rodriguez. Raced by A Álvarez in 1961 in a support race at the 1961 Grand Prix. Copy of race program available. History thereafter hazy but Bill Jowarski, Don Hamilton and Burt Kurtis (1980) seem to have owned and raced the car in the USA.

In 2011, it was brought to Australia by Rob Hanns and Steve Lunn before being purchased in part by G Dell in 2018 and totally rebuilt.

The chassis was repaired by Elwyn Bickely and gearbox rebuilt by Colliers (Renaut). Cost to rebuild noted until it got $72,992 and then ceased noting.

The motor is a standard Ford Anglia 1000 cc. New front body and another new one included. Original wobbly magnesium wheels. New original style steering wheel, pink leather covered. New water and oil radiator. New fuel tank with baffles. New seat covers, all instruments. 40 MM Webbers, all hydraulics replaced and new pedal box fitted. New exhaust fitted, new radius rods and wishbones fitted.

The car has not been driven since completed and will require good check before racing.

Asking $60,000. Contact Graham on 0419 429 615 or gdell38@gmail.com







1969 S4 LOTUS ELAN SE

Here is your chance to purchase an exceptional Elan S4. The car is in excellent condition and will not disappoint on inspection. The car has an excellent soft top, tonneaux 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, a 4 branch tubular exhaust, a semi-close ratio gearbox and peg drive centre lock wheels

Purchased with help From Kent Sports Cars in the UK as a high quality restoration project in 1996, this S4 SE drop head coupe was inspected in the UK before its importation and was noted as being in very sound structural condition, with the original underseal still protecting the red oxide painted chassis, signing off the report with "We are pleased that the chassis is in good condition".

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.

In 2010, the gentleman who embarked on the restoration gifted the Lotus to his son, partially completed. The son embarked on finishing the then 13-year restoration, with the Lotus obtaining its first registration (club permit) in 2013.

Following its return to the road, the Lotus was further improved, with the Healey factory commissioned to redo the body and paintwork in 2014, bringing the complete package up to meet the standard set by the mechanicals. Continuing the development after more miles of use, the Lotus is now fitted with an alloy radiator, twin thermo fans and sport air cleaners for greater reliability and ease of maintenance.

The car is in South Australia 20 minutes from the city. Seeking $67,000. Call Stephen on 0432 968 033.



2021 LOTUS ELISE CUP FINAL EDITION FRONT CLAM SHELL

Chris is selling a front clam shell from a 2021 Lotus Elise 250 Cup Final Edition.

The front clam shell includes the whale tale. There is minor non-structural damage to the fibreglass surround on the front grill. Asking $12,500.

Contact Chris on 0431 087 733.



COLLECTION OF ELAN PARTS

Russell has a collection of parts to suit a Lotus Elan available in Sydney.

- Pair of seats, excellent original condition $ open to offers
- Rear lights, average, spares or repair, some cracks etc $150 for the pair
- Brand new Ceandess fuel cap $115
- Pair used Sprint drive shafts $50
- Pair brand new Sebring wing mirrors and mounting feet (RD Enterprises) $125
- Elan / Elan plus 2 Differential 3.77:1 $700
- Nos Elan S4 exhaust muffler $300
- Two air filter canisters one pretty good one salvageable selling both together $100
- One NOS fan blade and one complete original fan motor and fan $75
- Side entry distributor $75
- Maserati air horn compressor $70
- Pair vacuum pods $100

Call Russell on 0404 827 777.





SPLITTER TO SUIT S2 LOTUS ELISE

Dario has an as-new unused chin spoiler/splitter to suit an S2 Elise for sale.

The splitter was supplied by Simply Sports Cars, painted to the tune of $1,200 and has never been used. As mentioned, it fits an S2 Elise and is designed to improve aerodynamics by reducing front end lift. It can also act as a sacrificial rubbing pad to protect the clam.

Asking $500.

Call Dario on 0412 127 388.





SET OF YOKOHAMA AD08R TYRES

Hello fellow Sydney based Exige V6 club members. I have a set of Yokohama AD08Rs that I no longer require.

Sizes to suit an Exige V6 are 2 x 285/30/R18 93W (FDWE-N5N4421) and 2 x 215/40/R17 83W (FDUC-N5N5021).

The Tyres were purchased & fitted by Prestige Tyre (Marrickville) late September 2022 and have had minimal usage with approximately 1200+/- road kms on them, no track work and all in excellent condition – see photos attached.

Great GT, 'spirited' driving & all weather tyres.

Seeking a reasonable offer for the set, this is not marketplace so nothing stupid please.

Pick-up in St Ives 2075. Call Brett on 0408 48 40 48

ELAN M100 (MGTF) HARDTOP PROJECT

Robert has an interesting Elan M100 hardtop project based on an MGTF for sale.

Lotus never produced a hardtop for the M100, although folklore says that Peter Stevens had designed one which never went into production as the model ceased production in 1992. One of

his first projects as a freelance designer after leaving Lotus was to design a hardtop for the MGF/MGTF model. The end result was a hardtop very similar in dimensions to the proposed M100 top.

Many M100 owners have adapted the MG hardtop, and I intended to do likewise. It has been in storage in my garage for several years and I now realise that it's a job that I will never get around to.

So this MGTF hardtop is for sale. It's intact and in good condition but has a few storage marks. A guide for the conversion job has been produced



SET OF 5 BRAND NEW LOTUS EXCEL OZ-ROUTE WHEELS

Robert is selling a set of 5 brand new Lotus Excel Oz-Route wheels.

The wheels are located in Sydney Australia, but can be delivered anywhere between Sydney and Melbourne (within cooee of the Hume Highway), or in Tasmania. No centre caps, but these are available from UK.

Asking $1500.00.

Call Robert on 0421 313 257.



by Ken Read in the UK I will include a printout and PDF in the sale. Be warned this is not an afternoon's work, some modification and fiberglassing of the roof is required.

Location is currently in Hobart, but I have a road trip to Sydney planned for late August 2024 so would be happy to load it up and rendezvous anywhere near the Hume Highway on my way north.

This hardtop owes me $1000 so I am asking that for it.

Contact me on 0421 313 257 for further details.

WANTED

STEEL RIMS FOR SERIES 3 OR 4 LOTUS ELAN

Stephen is looking for some steel rim wheels for his early Lotus Elan.

I am seeking knock-on type steel wheels or mags to fit a Series 3 or 4 Elan. I have located two steel wheels and require a minimum of three more. I am happy to even buy single wheels.

Located in Brisbane and happy to pay postage.

Call Stephen on 0417 181 819.

LOTUS ELAN SOFT TOP HARDWARE

Dan is working on a 1963 Elan, and is looking for soft top hardware including cantrails and bows.

Call Dan on 0403 807 478 or email bando73@optusnet.com.au

1978 TO 1986 LOTUS ESPRIT

Thomas is a recent arrival in Sydney from the USA and is seeking a 1978 to 1986 Esprit.

I have owned several Lotus cars over the years and currently own a Stevens Esprit with GM electronics. I'm looking to purchase a 1978 to 1986 Esprit (2, 2.2, Turbo models and would consider a S1 as well). I would rather pay more for one in good shape rather than a project but I am a retired mechanic (I owned a chain of Automotive repair shops in New Orleans). $100k ish budget.

Call Thomas on 0406 698 723.

PARTS TO SUIT EUROPA S2

Jim is seeking both seats in any condition, floor runners for seats, a fuel tank and rear trailing arms to suit a Europa S2.

Contact Jim on 0413 676 024 or jfmandcandrews@gmail.com