CHUNKY'S CHATTER

Club Lotus Australia, **October 2024**



CSCA 2024 Round 4 | News from SA
Catching Up with Keith Edwards & Phill Murphy
A Lotus Elite 504 Project | 2024's Great Cape Rally

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

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Logo design by Zed Elliott

Cover photo: Andrew Tendli's Elise Motorsport at the CLA-hosted CSCA round 4



OCTOBER 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

OCTOBER

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

NOVEMBER

03 SA Early Morning Run
03 The Inaugural Lotus Cars Perth Drive Day
10 Tyre Kick & Coffee: By the Bay Cafe Carss Park
17 Tyre Kick & Coffee Gough Whitlam Park
24 CSCA 2024 Round 5 *TBC*

DECEMBER

01 SA Early Morning Run
08 AGM & Christmas Party
15 Tyre Kick & Coffee: Gough Whitlam Park

JANUARY

05 SA Early Morning Run
12 Tyre Kick & Coffee: By the Bay Cafe Carss Park
21 Tyre Kick & Coffee Gough Whitlam Park



ASHTON'S PRESIDENT'S PRATTLE

Welcome to the quarterly edition of Chunky's Chatter. A huge thanks to Seth for pulling it together, and to all those who have kindly contributed. I am reminded at times like these that the beating heart of a club like this is the volunteers who make it all happen, so thank you for sticking your hand up (or in this case getting the fingers dancing on the keyboard!)

My apologies before I begin for the silence last month - by the time the Great Cape Rally finished on 7 September and I got home and worked out which way was up, it was too late to call it early September still! But there's a wrap from the rally here if you are into that sort of thing.

As I write this, I am about to start my latest three-month license suspension. Yes, I know, stupid, and probably avoidable (although the speed at which one can lose it these days is almost as astonishing as the fines they now levy). So, unfortunately, I will be on Shank's pony or my bicycle for the foreseeable future, rather than joining in the fun.

However, it did get me thinking about the possible upside (and prepare for some awesome man maths here). In the three months I am off the road, I will save more than $600 in petrol, $800 in insurance, and will avoid paying in the order of $200 of fines for whatever infractions the local HWP find for me (the last one was $3,350 for a faded number plate!) So, the government is losing GST and fine revenue, and I am better off to the tune of ~$1,600. Thank you, Mims (or whoever is our PM now - who cares?)

Anyway, ahead of losing it, I have been making maximum use of it. So yesterday I turned up at the St Ives cars and coffee to catch up with a great showing of cars. Sorry to miss some of you, but I caught one or two, and a load of other old friends, some of whom I've not seen in far too long (you know who you are if you are reading this!) It made me realise I need to get out more. Poor timing, I know!

At Saturday's committee meeting, we agreed to gazette the St Ives Autobrunch, so all those on historic plates can go along without exhausting a day from your log book. So I hope to see even more of you there once I'm back in the fray in January.

We also confirmed plans for the AGM and Christmas Party this year. The Christmas party will be on Sunday 8th December, and held at the Royal Automobile Club in Macquarie St, Sydney.

As in prior years, we will be subsidising the tickets to the tune of $20, so a two-course lunch with tea and coffee is $55, with the added ambience of one of the oldest clubs in Australia, and one of the oldest motoring clubs in the world. So I hope to see lots of you there.

We have provisionally assumed around 50 attendees, so if you could mark your calendars now, and respond to the invitation as soon as possible, that'll enable us to know which room is best suited to our needs at the club.

We also recognised the need to reconvene the motorsport committee in order to not only start planning for next year (and hopefully the full return of Wakefield Park (or One Raceway) to the calendar, but also to focus on what the shape of club motorsport and our involvement needs to be. If any of you would like to be more involved in that conversation, please let me know, and as soon as we can get a quorum, we will get that conversation underway.

Outside the immediate confines of the club, the world continues to progress (if you can call it that). I don't mind admitting that the chaos and suffering in both the Middle East and Ukraine continues to sadden me and my thoughts are with all of you with friends and families caught up in the conflict and terror. Quite why grown men feel the need to behave this way is beyond me, but that's too long a conversation for here.

In brighter news, most of the western governments have finally realised that their optimistic targets for the total electrification of cars by 2030, or even 2035, was at best thought-provoking, and at worst insane, and have started to work out what a world swamped by cheap Chinese EVs might look like alongside a continuing ICE industry.

To be honest, I am not sure where that leaves Lotus, and I suspect the continued relatively buoyant second hand market for our (late model in particular) cars suggests I am not the only one!

And the luckily inevitable readjustment back from the left-leaning woke insanity of the last few years is starting to result in more sensible conversations being able to be had in public. I was amused to see the reaction in Pitchbook to their sustainability survey this year. When asked "Which of the following contributed to the decision not to utilise ESG in your investment decisions?", over 75% of VC and PE investors responded in the affirmative to "ESG is mostly baseless virtue signalling". Finally, common sense is prevailing. Not that there's much hope for the "male pale and stale" amongst us to recover the situation unfortunately - that ship has sailed.

And on that happy note, I will leave you with this fun photo of my Elite reflecting in the hubcap of a Citroen Avant at St Ives yesterday.

Stay safe, upright and mainly on the black stuff.

Pip pip,
Ashton



LETTER FROM THE EDITOR

Welcome friends to the sophomore outing of our returning Chunky's Chatter. Somehow, the three month break between editions felt like it was over as soon as it began.

I'd like to send a big thanks to Andrew, Ashton, Keith, Phill and Robert for contributing some excellent stories for this edition. It's a huge help, and much appreciated.

On that note, 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.

While we're steadily cruising towards the end of the year, there is still a lot on the go. At a committee meeting over the weekend, we decided on the date and venue for the Christmas party and AGM, the **8th of December at the Royal Automobile Club**, and confirmed that our Tyre Kicks will continue to run over the holiday break as well.

The Tyre Kicks are especially relaxed at that time of year, and in general Sydney is a more pleasant place to drive around with everyone off on holiday (accepting that the middle of summer is not the most comfortable time to drive a Lotus), so come along if you find yourself with a morning off on January 12 or 19.

Otherwise, we're hearing that the final round of the CSCA series will be held on the 24th of November, there's Simply Sports Cars' Lotus Week 2024 at Lake Mountain at the end of October, and the Inaugural Lotus Cars Perth drive day on the 3rd of November.

We should have one more edition of Chunky's following the Christmas party and AGM, although that may be early January depending on how things play out.

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

Seth



SA LOTUS TORQUE

October 2024

With thanks to Andrew Stevens

Some of the October participants

We had a surprisingly strong turnout for the September get together, as Father's Day is usually one of the lesser supported gatherings for some obscure reason. On this occasion it was a double dose of reality as the weather was inclement, with gale force winds forecast and potential for rain.

Ian Peters had dragged the Esprit out of the corner of the workshop, given it a freshen up and renewed the rego so that he could come along and say hello. Meanwhile Lee Rolph and Judith showed up with a promise that their Elise would be back in action soon.

We were pleased to welcome two new Rover S2 Elise owners in Ryan Colcott and Kurt Holst to the SA Lotus community. Rumour has it that Kurt has already been bitten by the upgrade bug and has a V6 Exige in the wings. Ryan had been using his Elise as daily transport in WA before transplanting a new SAIC K Series into the back of it. He's now residing in SA and learned of our gatherings by word of mouth.

For September, we'd decided on trying out a new café near Mount Barker, only to discover they weren't having any walk-in customers in order to preserve their lunchtime father's day bookings. The weather had been threatening, but the rain kindly held off. For those who dared, the roof could be left off, although the high winds as we drove across the Flaxley ridge sounded like we were being pursued by the police chopper ! (It wasn't me, officer – honest).

After a bit of a round the houses (or hills), we headed back to Stirling and settled into the back corner of Stirling Cellars and Patisserie, which was warm and hospitable. Coffees, cake, and conversation ensued.

A smaller group showed up for the October run, perhaps scared off by the weather bureau predictions of rain. We were visited by a potential new Lotus owner, who was looking for advice on acquiring an Emira for his stable. We dispensed our usual unbiased opinions, before the low coffee alarm sounded and plans had to be made. After a bit of debate, the group set off with the Republic Bakery in Uraidla as the destination, determined to dodge Greenhill Rd, and instead take a loop through the Piccadilly Valley.

Our next planned get together is Sunday November 3rd. It's at the usual place , Beaumont Rd, in the Parklands. Enter from the corner of South and East Terrace, and roll up by 9:00am. See you there.



David Buntin "celebrates" third outright at Tailem Bend

An Odd Bit of Competition

The day prior to the September get together, David Hopper and I had been at Tailem Bend helping (or hindering) fellow Lotus aficionado David 'Hooters' Buntin, who was racing his S1 Elise at the Australian Super TT Championship. There's a huge variety of cars, with quite wide technical rules.

His Elise is quite an interesting car, and still carries some scars from an inversion at Winton a season or two ago. The bodywork is nearly all carbon, and the engine is a charge-cooled supercharged K20 Honda which produces over 300hp at the rear wheels. After a decent qualifying, a drop in power due to problems with the charge cooler saw Dave lap over 3 seconds slower than his qualifying time, meaning podium challenges were out of the question. Despite that the car ran reliably, allowing him to pick up the necessary points to get 3rd outright in the championship.

Adelaide Tarmac Rally 8-10 November 2024

The annual Adelaide Tarmac Rally is on again this November, with 30 stages through the Adelaide Hills over three days from November 8. With top level Exiges excluded from the Competition and Challenge classes, it is likely that Lotus participation will be limited to Spirit and Tour events that utilise the same stages but with lower speed restrictions, and lesser safety demands.

Famous stages such as Corkscrew, and Chain of Ponds present a challenge at any speed. There's still plenty of fun to be had, and there's usually a few of the locals that muster up for scrutineering. This year's event includes hill climb stages at Fox Creek, and Windy Point, and a town stage at Strathalbyn.

One of the fun parts of the event is the Gouger Street party on Saturday evening, with all cars on display along the well known restaurant strip in the centre of Adelaide.



The line up at 2023's All British Day

2025 Planning

March in Adelaide is known as "Mad March" because of all the events, with the Arts Festival, The Fringe, Motorsport, Sporting activities, the list goes on. In our case, we have four events (five if you include the AGP) during March, so the Christmas period will be spent making sure things are in tip top shape.

First off is our March monthly get together on 2 March, the same day as the All British Day at Echunga. The next weekend sees two events competing for our attention, with the Adelaide Motorsport Festival in the parklands, and the Lotus 2025 National meeting in Wodonga. Draw breath and the F1 Grand Prix is on in Melbourne.

All British Day Sunday March 2nd 2025

The All British Day has become an institution in Adelaide since moving to Echunga a few years ago. There is always a huge turnout, and the day starts early with breakfast in Mylor courtesy of the Sporting Car Club.

While it continues to struggle for volunteers to help make the event a success, the ABD is a highlight of the calendar and the Lotus community brings a wide range of cars. Our display is always one of the most spectacular and attracts plenty of interest.

Mike Bennett had the role of organising the event marshalls. I was overseas for this year's event, and the arrangements for a replacement photographer failed miserably. You'll have to put up with a photo from 2023.

Entries for 2025 are through the ABD website and close at the end of November.

Cheers,

Andrew Stevens
CLA Delegate SA
0448 456 605

*GET YOUR BOOKING IN **NOW.***

LOTUS 2025

Lotus Club Victoria is hosting the next national Lotus Event. Open to all Australian Lotus owners, club members and enthusiasts.

WHEN: Friday 7th March – Monday 10th March 2025 (weekend before the Grand Prix)

WHERE: Wodonga and surrounds

COST: $450 per person early bird pricing covers fixed activities (excludes optional ones) plus meals as indicated below (drinks extra). Early bird until 30 Nov. 2024 then $550 per person.

ACCOMODATION: Book your own accommodation with the Blazing Stump Motel Wodonga Ph. 02 6056 3433 quote "Lotus 2025"



PROGRAM:
Friday – Arrive Wodonga, check in and welcome BBQ
Saturday – Breakfast, morning concours, picnic lunch, afternoon drive, evening dinner
Sunday – Breakfast, optional Track day, or Bus Tour, evening gala dinner
Monday – Farewell breakfast and departure
Option of a 3 day extension of high country driving based in Bright

REGISTER NOW: Deposit $100 per person, balance $350 pp by 30 November 2024
see lotusclubvic.com/events or use QR code



Registration QR code

LOTUS 2024 BULLETIN #1

SEPTEMBER 2024

Lotus Club Victoria is hosting Lotus 2025 during the weekend starting Friday, 7th. March through Monday 10th. based in Albury/Wodonga. We invite all Lotus owners and enthusiasts to join us for an event we hope will continue in the great tradition of these, previously, biennial gatherings.

We invite your expression of interest by registration on lotusclubvic.com/events along with a holding deposit of $100 per person on application.

Accommodation

Arrange and pay for accommodation directly with the Blazing Stump Motel in Wodonga by calling 02 6056 3433 and quoting "Lotus 2025". The Motel has adequate onsite parking for cars & trailers.

Cost

For those who register before November 30th, 2024, the cost is $450 per person and for those who have already registered the balance of $350 will be due by no later than that date.

Late entries will be accepted at a cost of $550 per person until January 30th, 2025.

What's Included?

Your event fee will cover the weekend's fixed activities and most meals (not drinks), but not accommodation.

Optional Activities

The cost of Sunday's track activitiesm, or a tour of the historic Adamshurst House and surrounds, is not included. Full details and prices for these activities to be advised in November once numbers become firmer, as will an optional two-day High County extension based in Bright.

Schedule

The schedule for the weekend begins with a welcome on Friday afternoon in the Embers dining room of the Blazing Stump Motel, continuing on to an informal barbeque in the evening. There you will receive a welcome pack and briefing on the event.

After breakfast Saturday morning has been set aside for a concours in Junction Square, Wodonga. Awards for class winners will be presented at the gala dinner on Sunday evening.

Lunch will be provided at the concours and then Saturday afternoon is free for touring in the scenic countryside. Various routes will be advised. Saturday evening's dinner will be at the Blazing Stump Hotel next door to the motel.

Following breakfast on Sunday, there are two optional activities. For those anticipating motorsport, we have booked the Logic Campus Track at the Wodonga TAFE (tbc) for a range of motorsport activities which will include a sprint event and the interstate challenge contest. Details of entry fee & registration will be advised later.

A bus tour of significant & interesting sites has been arranged for those not participating in motorsport. Attendees can also opt for neither activity and spend their day at leisure. Lunch on Sunday is for your own arrangements. Sunday night's gala dinner and entertainment will be at St. Leonards Winery with bus transport there & back.

Monday morning will be the time for fond farewells at breakfast.

An optional two-day tour based in Bright on the Monday and Tuesday nights, with access to some of the best mountain roads the state has to offer, is proposed for those wishing to make the most of their time in this stunning part of Victoria. After that, why not stay on for the Grand Prix?

Please direct enquiries to
president@lotusclubvic.com.au

ROUND WRAP-UP:

CSCA 2024 ROUND 4 AT SYDNEY MOTORSPORT PARK





On Saturday the 24th of August, Club Lotus Australia was honoured to host the fourth round of the 2024 CSCA supersprint series on Sydney Motorsport Park's Gardner circuit. Scroll along and enjoy some photos and a wrap-up of the day.

We were thrilled with the response to the event, which saw close to 100 drivers enter and 88 set a time across the five sessions we ran. Many of our usual competitors hung up the gloves for the day to contribute behind the scenes, but the club was still well represented on track, with fifteen drivers out under our banner.

Our motor sport team set sights more broadly for the event, welcoming new drivers from clubs outside of the usual CSCA groups, and were pleased to see drivers from the Porsche Club of NSW, Mazda MX-5 Club, Southern Sporting Car Club, the NSW 86/BRZ Car Club, the Renault Car Club of Australia, ARDC, Bathurst Light Car Club and others, including a few special historic sports and racing cars out on track from the HSRCA.

We were also pleased to be joined by Lee and some of the Lotus Cars Australia team, who brought along both an Emira and Emeya for display, and were good company in between runs.

A big thanks to everyone who volunteered and committed their time and effort to the running of the event both in the lead-up and on the day. Thanks as well to all the drivers involved, whose respectful conduct and driving contributed immensely to the smooth running of the day.

Some overnight and early morning rain, and ominous clouds on the way into the circuit, had us worried for a second, but by the time the first group hit the track the sun was out and the circuit was dry. The day improved from here, offering perfect conditions for motor sport throughout. We made the most of it and proceedings ran smoothly enough that we could offer an additional fifth session at the end of the day.

It was two Porsche Club NSW drivers at the top of the time sheets at the end of the run five, Trent Kennedy in a Porsche GT4RS and Anthony Peronace in a 991.2 GT3RS both dropped under the 1:40s, our own Colin Rudd third overall with a 1:41.04 in his Exige.

We were pleased to welcome Andrew Tendli and Paul Tilse, who came up from Canberra for the day to have a run and support the club. Andrew had his family by his side, encouraging him to a fourth place finish overall and first in R5 with a 1:41.91 in the awesome red Elise Motorsport.



Paul ran a Porsche 718 GT4 Cayman, finishing the day on a 1:48.53.

The second half of the top ten was occupied by Club Lotus Australia, the Exiges of Geoffrey Linders, Ralph Thompson, Peter Taylor and Brett Monk separated by barely a second at the end of competition, Brett running fastest in M3. Grahame Burton drove his Hawke DL11 Formula Ford to 11th overall and was quickest in R2.

We're also happy to see Gino Valdes back in the paddock consistently and getting back into the flow of things after some time away looking after wife and long time CSCA competitor and organiser Mel. Gino improved through the day to end on a 1:49.16, while Mark Meletopoulo was just two tenths behind in the Elise, Christopher Pearse following on a 1:49.69.

Gregory Baker and his wild Nissan Pulsar GTIR joined us again after a year away, the pair putting in a 1:54.92. Then it was Derrick Cho and Jake Hobbs, who snuck their Civic Type Rs in between the Exige S 260 of Duncan MacKay and John Culvenor's S1 Elise.

In a further effort to energise the series and create some fun and hype, some lighthearted awards were handed out to drivers. Simply Sports Cars / Lotus Cars Australia kindly provided the recipients some Lotus merch to take home as well.

Chris Scheffer was awarded 'The Hemmingway' in recognition of how many times he had to enter, withdraw, fill out forms, request refunds and re-enter the event, completing more work than writing a novel. Mark Hurst and his Brabham BT14 were awarded 'The Prettiest Thing'. Lindsay Day was awarded 'The Earliest Bird' as the first competitor to enter the event.

Last, but most certainly not least, Michelle Johnston was awarded the 'Essence of Challenge' perpetual trophy. This is designed as an award that can be handed out at each subsequent CSCA supersprint event and celebrates a driver who exemplifies etiquette, class and skill, overcoming physical and mental obstacles with unwavering determination to achieve exceptional personal performance on track.

Our thanks to everyone involved in the day! Somehow, we're already down to the final round, which should see us return to Goulburn for our first run on the newly revamped One Raceway on the 19th of October. This time we'll be in the capable hands of the MG Car Club Sydney, and entries will open soon.




JC·729
LOTUS
ELISE


ARDC


LOT·410


DGC·24Z



KEITH EDWARDS

A MEMBER PROFILE

My first driving experience was pinching my father's Hillman Minx for sneaky trips around the block. It was not a particularly fast Hillman, but that was probably a good thing.

I was so keen, I got my licence on my 16th birthday to drive Mum's Morris Minor S2. I hotted it up and entered my first event at a hillclimb at Foleys Hill Mona Vale run by the North Shore Sporting Car Club. I used to win my class until a bloke called Kevin Bartlett came on the scene!

I changed classes in 1958 and moved on to an Austin 7 special open wheeler, having a lot of fun until I ran into the back of Tom Sulman's Aston Martin in the starting line up. He was a nice man and didn't give me grief. In fact, he and Ralph Sach (my brother in law) often got together socially.

Hillclimbs at Foleys, Nowra, Silverdale and Newcastle kept my interest up and my FJ Holden, upgraded with a cam and twin solexes, busy with towing duties.

In 1968 I decided to broaden my horizons and try the race track. I signed up for Peter Finlay's driving school at Oran Park and spent time training in both the Lotus Elan Plus 2 (just purchased) and my tow car, an HSV Statesman, eventually obtaining my CAMS licence.

Apparently the Plus 2 was originally delivered to a buyer in Hong Kong, who cooked the motor. It spent some time unused in a high rise car park until it was imported privately by the chap I bought it from. More on this later.

I sold the Austin and bought John Schroeder's Nota Renault Formula Junior, which I tracked and ran in hillclimbs and at sprint meetings. I did enjoy open wheeler racing - it's a real buzz to be able to see the front wheels doing their thing from a prone position in the cockpit.

Whilst all this was going on I spent over a year on nights and weekends helping Jim Sandy build Gryphon 2. This was a Lotus copy space frame with a supercharged 1500 Fiat engine mated to a VW gearbox. We hillclimbed this quite



successfully for several years until I was seconded to Britain for work for two years and then Cape Town for another year. Jim sold it to a Lotus Club member and it ran until the new owner sold it for display in a Victorian speed shop.

Whilst I was in the UK I bought and enjoyed a Rover 2000 which I ran in gymkhanas and super sprints to keep my eye in. It handled well, but was too heavy to win anything.

When I returned to Sydney in 1971, parental and marriage duties left no time for fast type motorsport. I became involved with the Veteran Car Club (cars built prior to 1918) courtesy of my friend Susie Green, who allowed me to be custodian of a 1910 Rolls Royce ballooning car that I rallied all over NSW for 10 years. It was very fast, but didn't like stopping quickly, and boy could it drink petrol!

One highlight of my custodianship was Australia's bicentennial cricket match at the SCG, where I drove Don Bradman around at the lunch break in the Rolls. He was quite the gentleman!

I purchased a 1910 Renault four seat tourer which was easy on the gas, being only two cylinder 800cc. It went remarkably well and put up with my thrashing without problems. Peta and I enjoyed the open air rallying with our friends mainly in country areas where there was less traffic to contend with as it cruised at about 50 kph.

Around this time I was on the committee and then President of the VCCA for a few years. My job as a country rep meant lots of dirt roads to practise drifting and led my employers to wonder why the tyres needed replacing so often!

Having obtained my Lotus, I joined Club Lotus Australia, which was very active and had attracted a lot of helpful, fun people to be around. Somehow I ended up on the committee and have been there ever since, not that I contribute much now.

The Plus 2 needed much work and a body-off restoration was implemented. I figured if I was to spend time and money on a restoration, I would turn the car into something special. Having made friends with Owen and Adrian Wuillemin, they not only guided my efforts but pitched in and with Alan Pate we had many fun rebuild gatherings. The result was a reliable and quick, fun to drive car. I was blessed, and will be forever grateful to these friends.

Other cars I punted around over the period include an E Type V8 Jag, which I had professionally restored prior to sale. I also owned an XKR, an XJS (one of the nicest road cars I have driven), several Lexus sedans, a Mazda MX5 and a Honda S2000.

My current ride is an Audi RS3 which I bought from the first shipment in 2018. It has served me well as a dual road and track car, I put a "chip in 'er", lowered it and upgraded the brakes, and have flogged her for 7 years. Apart from the mods, I have not had to fix anything.

As I approach the chequered flag of life, being 87, I must express my appreciation to the many firm friends I have met through all aspects of motorsport. It has been a good ride.

Cheers,
Keith Edwards

2024'S GREAT CAPE RALLY



Thanks to Ashton Roskill

Well, for those who bother with Faceplant and Instahoohaa, you may have gathered that things didn't quite go to plan for Gidget and I on the Great Cape Rally.

Thanks to some long days by Garth and the team at Repairs and Restorations, we got the car back in one piece, with its smart new hard top, and I headed north on Thursday August 15 before we were due to start the following Wednesday.

Friday morning, heading out of Narrabri, there's a smattering of water on the windscreen, and there's no clouds in the sky. And the temp gauge is bouncing around… not a good sign. I pulled into a garage in Moree to inspect the problem and it looks as though the head gasket has given up. I called Garth for his thoughts and to ask if he can courier the spare head gasket I have in Sydney to me. Better than that, he jumps in the ute with his spanners, and drives the 7 hours north to meet me - what a friend!

Overnight we replaced the head gasket, and on Friday morning after running it up to temperature, we torque it down again, and I set off to make up some time. Sadly, 20 minutes later, the same symptoms persist. Call Garth, and turn back to Moree. Where we happened to meet at the Caltex servo there was a hire trailer. So we hire the trailer, load Gidget, and drag her sorry arse back to Sydney. That's Saturday. Sunday was spent returning the trailer to Moree (1400kms and 13 hours of driving).







Monday we got a replacement gasket, and I provided Garth with the original (refurbished) cast-iron head, which we fitted and tested on Monday night. A Test run on Tuesday suggested all was well, so we set off at 2:30, and reached the Gold Coast by 9:30. Temp gauge was relatively stable, but occasionally bounced up, giving me palpitations. So we threw some liquid gasket in.

Wednesday morning leaving Gold Coast (a million thanks to Dave and Elizabeth Mackie for putting up with two smelly individuals on Tuesday night at no minutes notice!) the throttle cable snapped in the outside lane of the Brisbane motorway. Five minutes later, with a hand throttle made of cable ties, we're on our way towards Gympie and Bunnings. There, the shortest length of stainless cable was 25m, so we have some spare if anyone has a similar problem. But we were quickly back on the road, and got to Mackay by 8:00pm, 1,100km up the road.

Sadly, as the rally had left Cairns that same day, we were now ~1,500km behind them. We made good progress to Cairns on Thursday 22nd arriving by sundown. An overnight in a caravan park with a couple and their bong next door. But it was central, and cheap ($57 for the night)

First thing Friday we were hanging around outside Jaxx Tyres for the replacement tyres I had shipped ahead to be fitted. While waiting, we had coffee with my godparent's daughter, and decided not to chase the rally north as we'd not get to Bamaga in time, and would just waste a whole lot of petrol getting to Coen, only to turn around!

So we had 48 hours at Ness's farm in the Atherton tablelands, finally solved the overheating (deleted the thermostat, removed the heater feeds, and flushed all the gasket goo out with an acid flush, and about two hundred gallons of water!) and set off to meet the rally at Chillagoe on Monday 26th.

From there, we were back in the rally, and back in the fun!

Wednesday 28th August - Chillagoe to Karumba, via the gravel road. This was great fun, but rough as guts and slow in places. We arrived in Karumba to find there was no mobile signal, and the town was in a panic as no one could pay for beer (or petrol). Lucky I work for Telstra. Normal service resumed an hour later thanks to a superhuman effort by the techs - thank you guys!!

Friday 30th - Kurumba to Cloncurry was a (very hot) transit day mostly on tarmac so not much to report except that the local plod in country towns take great delight in sprinting out of town when they see the first car in a rally coming into town to ping as many of the others as possible and build their war chests. So, four cars got tickets that night. We'll not be rushing back to Cloncurry.





Saturday 31st - Cloncurry to Longreach was also very hot, but with gravel thrown in, so hot and dusty! Not the first, and definitely not the last one! But arriving in Longreach we found a fabulous motel called the Saltbush Retreat. If you find yourselves in Longreach, I can highly recommend this place! And they gave Nick and I a four pack of cold beer on arrival as they felt sorry for us. We had a gander around the Qantas museum that night, and a fairly ordinary meal in the museum diner.

Sunday 1st September - Longreach to Birdsville. This was one of the longer days - 750km on dirt, and having left early we were dodging wildlife, not always successfully unfortunately. A large red roo came out from behind me on the right and tried to race us, I braked, it veered left, I went right, and came off the brakes, and it came back out right. They are not smart. So that evening (and the following day off in Birdsville) were spent reshaping Gidget's front left quarter. Fortunately the radiator survived unharmed, so we only need to scavenge a side light fitting from the local tip (known to the locals as Mitre 10)

The first evening in Birdsville we spent watching the sun go down from the top of Big Red, the largest of the sand dunes just out of town. Spectacular, and once the sun went down with no ambient light, the night sky was an explosion of stars - amazing.

Tuesday 3rd - Birdsville to Maree - another long dusty day on the Birdsville Track dodging caravans and road trains, as well as wildlife (camels, emus, roos, lizards, snakes) but at least it was a bit cooler (down into the low 30s) so the cabin was only about 50 degrees. And the most expensive fuel (and possibly not the cleanest or freshest, as we found the following day) at $3.10 a litre.

Wednesday 4th - first thing the following morning we took a flight from Marree out over Lake Eyre. There's water in the lake (unusually) and it was quite astonishing to see all the birdlife out there - flocks of pelicans, cormorants, turns, gulls etc. all feasting on the abundant fish population. We also flew over Maree Man - a story for another time perhaps!

From Maree, we headed due south into the Flinders Ranges, through two of the most iconic gorge roads in the country - Parachilna and Brachina Gorges. The latter included a coffee stop and time control at the historic homestead at Holowiliena, where the couple who farm there now made us incredibly welcome. And on to the overnight control at Rawnsley Park on the edge of the Wilpena Pound.

Thursday 5th - Rawnsley Park to Broken Hill was mostly transit, albeit a long day on the road, getting us into Broken Hill as it was preparing for the Broken Heel Festival, which celebrates Priscilla Queen of the Desert each year. This year, slightly startlingly, was the 30th anniversary.



We had a rest day the following day and visited the Mad Max museum at Silverton - probably not worth the drive out there, but since we were in the area, we gave it a look! When you think that all those stunts were real (no CGI back then!) it is a testament to the team that pulled the films together. And a visit to the Pro Hart museum, which was rather more, er, therapeutic.

Saturday 7th, the last day took us out of Broken Hill to the east, through the Menindee Lakes system (which also has water in it pretty much throughout, although Menindee Lake itself is looking a bit empty) then south along the west side of the Darling River along a fantastic piece of gravel, popping us out about 100km short of Mildura. So a short day, getting into Mildura in time for a late coffee and.. breathe.

The end of rally dinner was a lot of fun, possibly a bit too much as we had to be up and out early for the trek back to Sydney on Sunday and both Nick and I were working on Monday! The last of the long days, covering 1030km in 11 hours - not bad for an old girl Gidget.

A fantastic adventure (remember the definition of an adventure is a holiday plus a disaster) with a bunch of great characters, and some new friendships forged too.

Grateful thanks to the Endurance Rally Club of Australia for organising it - there are a lot of places I want to go back to on that route!



PHILL MURPHY

AND HIS 1969 LOTUS ELAN S4 DHC

I'm retired in my late '60s, married with three adult daughters and based in Castle Hill. I became a member of the Lotus Australia Club in September, as a continuation of a journey started by my father, who passed away early this year.

I trained in electrical and mechanical engineering, working in various industries including marine, general manufacturing and later the electronic/computer industry where I trained and qualified in IT and systems migration. During layoffs and redundancies, I drove heavy vehicles, both locally and interstate.

I was active in motorsport during the mid to late '70s through to the mid '80s, generally in rallying, and was a member of North Shore Sporting Car Club during those years. At that time I also competed in NSW under Group 7, also taking part in NSW Rally Championship events, driving various Cortina Mk1 & 2, Escort Mk 1 & 2 (& Twin Cam), and occasionally club events at Amaroo Park and Oran Park in Sydney.

These days I own a 1969 Lotus Elan S4 DHC with vin 36/8375 and engine no. H16942B, ex-Bill Wade, that I inherited from my father Ray Murphy, who purchased it from the Wade family in early October 2023. At the time Dad had been diagnosed with cancer, and the purchase was part of his bucket list.

He had the vehicle transported to his mechanic in Chittaway on the Central Coast, but was hospitalised in mid-November last year, and passed away early March of this year, without leaving medical care or being able to drive it.

The vehicle was originally imported to Australia by the Geoghegans directly from Lotus UK. It was sold to Ray Gulson (Canberra) in December 1969 in "kit" form, originally to compete in the 1970 Surfers Paradise 12 hour race, but was not eventually entered. Bill Wade purchased the vehicle from Ray in October 1971 with 20,000 miles on the clock. He then stripped the vehicle for a total rebuild, part of which was a DHC conversion, in 1975 and completed it in May 1981.

On Bill's passing in October 2022, Bill's brother Reginald inherited the car, and subsequently sold it to my father Ray Murphy late last year.

From the Lotus factory records, I am yet to find the chassis identification matching numbers, as at the time this was apparently under change at Lotus UK, eventuating to a "10 digit numeric plus 1 digit alpha" batch code used from 1st January 1972 onwards. However, the manufacturing sequence of body part nos 8324 - 8375 was produced in the last week of October 1968.

Also, from factory records the "8375" body was fitted with a 'C' engine and had an engine no. 16992, and a green cam cover. However, engine prefix 'H' indicates provisional allocation build for an Elan S/E convertible for the export market. Yet the suffix 'B' indicates line allocation to an Elan STD coupe for export market

Are you confused yet? I was.

As indicated above, the Geoghegans imported the Lotus and on-sold it to Ray Gulson in kit form. Bill undertook the restoration between 1975 and 1981, and early photos indicate the original item was a fixed head coupe, complete with bonnet bubble indicating solex/zenith carby head, and not the big valve Weber carby head presently fitted in the car.

There's also a rather mysterious model build tag located in the engine bay. I gather this was an inclusion by Ray Gulson during his ownership, as being date related. Ray may have had direct contact with somebody in Lotus UK, as the tag is hand engraved, and I believe may not have been attached in 1968-69. This tag is what started my quest in better understanding the vehicle's origins and history.

Now that it's registered and ready to use, I'm looking forward to using the Elan as a weekend drive, getting involved in the club coffee mornings and social events, but don't plan to daily drive it.

I'd like to say a big thank you to Marc Schagen and Seth Reinhardt, with whom I enjoyed numerous discussions and emails with and who helped me to compile a history of the vehicle, which I found very interesting.

I'm looking forward to meeting many of you at the Tyre Kick & Coffees and other social events.





Lotus Elite 504

50 YEAR ANNIVERSARY RESTORATION

Thanks to Robert Verhey

Can it really be 50 years since Colin Chapman unveiled his brave attempt to move Lotus road cars "upmarket" for the professional family-oriented owner, introducing the larger Elite/Eclat range sporting four seats, a more luxurious interior and the new brilliantly designed 907 engine, Lotus' first in house engine design, with the bugs and rough edges knocked off by Jensen Healey (thanks Jensen!)

Like many others, I was not a particular fan at the time of the Elite/Eclat release in 1974. The styling of the Elite in particular was very, shall we say, subjective. My Lotus passion skipped an entire generation, jumping from the brilliant twin cam Elans and Lotus Cortinas of the '60s, to the later Excel and M100 Elan of the '80s/90s, which have, until recently, made up my small Lotus fleet in the new millennium.

However, history has been very kind to the styling of the Elite/Eclat. Or, put another way, it was well ahead of its time. It's not that other marques have caught up. To this day there is no other car, before or since, that looks anything like the Elite. It is unique and for me, and many others, the styling now really works... and I just had to have one!

The search began a year or so ago in mid-2023 and I soon found that, in Australia at least, Elites are very thin on the ground indeed. Like so many Lotus models, they suffered from poor maintenance in their early years, then were either put into storage when something went wrong, or were eventually sold to an enthusiast who stripped them down, then realised the scale of what they had taken on, and so in storage (often in bits), they remained.

I didn't want a dismantled car in boxes. There are invariably bits missing and "I wonder where this goes?" moments. Neither did I want a fully restored car. I am a born tinkerer, and I wanted something that could be a running restoration.



A visit to a collector near Sydney in 2024 bore more fruit than expected. The intention of my visit was to inspect another Excel (which I now also own, but that's another story!) In the corner, under a layer of dust, was a familiar and unmistakable shape which turned out to be a red 1976 Lotus Elite 504. The 504 badge meant that it had power steering, air conditioning and automatic transmission. The top spec. Slight problem.... it was not for sale.

Following some discussion, several weeks' "thinking time" and further consideration, a deal was struck for a job lot of both cars and some NOS Excel wheels.

There were logistic problems. The main one being that I am based in Hobart. And neither of the cars was a runner.

I contacted a few car carriers for a quote and their first question was always "does it start / run / steer / stop?" Our conversations usually ended at that point.

In the case of the Elite, it had not turned a wheel in anger for 18 years. And it had no intention of turning one now. The inboard rear brake shoes were solidly seized to the drums.

In most cars that wouldn't be a problem. Just unbolt the driveshafts from the inboard brake drums, thereby freeing up the wheels to turn. But part of Colin Chapman's genius was to make one part do two, even three jobs. In the case of the Elite, the driveshaft also acts as the upper link, keeping the rear wheels upright. Connected it must stay!





So February 2024 found me crossing Bass Strait and driving up to Sydney to load the Elite onto a car trailer, hooked up behind my long suffering, but ever dependable Falcon wagon.

Despite the combined efforts of myself, mate Tony, seller Ross and a winch, the Elite fought hard to resist being loaded, those rear wheels really created a lot of friction. But even more fun was to come.

After an uneventful two day journey, the "day of unloading", as it was to become known (usually accompanied by shaking heads and "never again" mutterings) had come. My steep driveway, and the need to get the Elite around a tight corner into my garage, proved to be quite a challenge for myself and ever helpful Hobart Lotus buddies Ken and Ian. But after several hours' toil in inclement weather it was done. At last the car of my dreams was safely locked in my garage

To be continued...





2024 ALL BRITISH DAY

Photos thanks to Syd Reinhardt, article by Evan Jones

On Sunday the 25th of August, the 2024 All British Day found us at Hawkesbury Showground for a lovely day in the sunshine surrounded by an astonishing collection of British motoring machinery.

This was the first year in the new location, the event having moved from The Kings School in Parramatta, which had served it for many years, after the school art show that ran concurrently was closed.

Being designed for such events, Hawkesbury Showground was much more relaxed and less restrictive, although it was less central for some. One significant change was the ability to pitch a shelter, which can be a boon on the summeresque days that can arrive at this time of year.

On that note, while weather predictions for the day were iffy, particularly in the morning, we were blessed with a wonderful spring day - blue skies decorated by picturesque clouds. The venue provided a good selection of food and drink vendors to supply a pleasant picnic or a snack against this lovely backdrop.

While the venue changed, its popularity did not, attracting around 1,100 cars. We were pleased to use our full ticket allocation, nineteen members joining our Club Lotus Australia display. Across these ninteen was a good mix of the different models from classic to modern.

Thanks to everyone who took part, or came out to say hi! A date has already been set for next year - Sunday September 14 - so put that in your diaries and we will look forward to seeing you there.






14
Sa

TYRE KICK & COFFEE

BY THE BAY CAFE, 14 JULY 2024







Photos thanks to Evan Jones



TYRE KICK & COFFEE

BY THE BAY CAFE, 8 SEPTEMBER 2024







SANDY BAY

OCTOBER 6 2024

Thanks to Robert Verhey

Our friends in Tasmania get together most months at Sandy Bay to kick tyres and chat about life, Lotus and everything. Robert Verhey made it to this month's meeting on Sunday October 6, and very kindly reached out with a few photos that you can enjoy below.

Despite the early start, courtesy of the commencement of daylight saving, and a bitter westerly coming straight off Mt Wellington, a good crowd of car enthusiasts driving a variety of marques met at Sandy Bay on Sunday morning to kick tyres, partake in warming coffee and hot chocolate and generally talk all things car related.

Enjoy the images, and make sure to head down if you're in the area on the first Sunday of the month. The next catch-up on the shore of Sandy Bay will be on Sunday the 3rd of November.

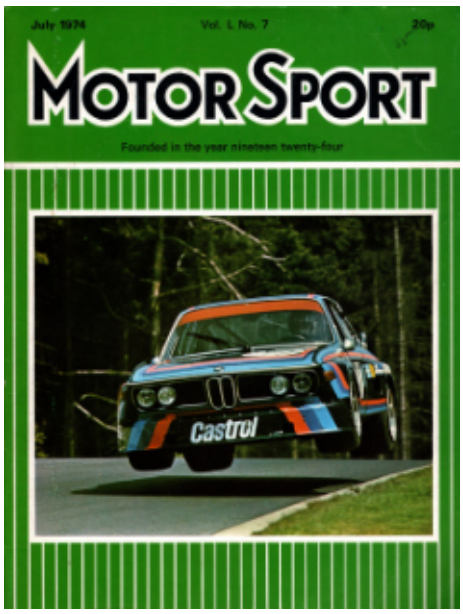



COFFEE



A LOOK BACK AT THE WORLD AND MOTORSPORT IN 1974

Thanks to Andrew Stevens



July 1974 MotorSport Cover



July 1974, page 681



July 2024 MotorSport Cover

Fifty years ago, the world was a different place. There was no internet, and personal computers were still a gleam in the eye of a company called IBM. If you were interested in Formula 1, you would have to tune in to the BBC world service at 5:30pm the day after the race to listen to the international news, and maybe learn who the winner of the last grand prix was. The following Wednesday, The Age (I was living in Melbourne) would have a single paragraph revealing the podium places, and if you were lucky a small commentary.

For local enthusiasts, there were two local racing publications. The fortnightly Auto Action published in Melbourne, and Racing Car News out of Sydney. Their F1 coverage was sparse at best. Every week I would walk down Swanston St to the Technical Bookshop, to pick up the airmail copy of Autosport, and read the news and race reports. Every month I would add the latest MotorSport magazine. As a result I have a collection of motor racing magazines going back to the 1960s that infuriates my wife.

While Autosport covered open wheeler racing from F1 down to F3, sports cars, British and European tin tops, and rallying, the tight deadlines to ensure that the magazine hit the newsstands in the early hours of Thursday morning in the UK meant that there was little time for gaining the behind the scenes story.

MotorSport was a monthly magazine and had a big advantage. DSJ! Denis Jenkinson, DSJ as he signed his reports, or simply "Jenks", was Motorsport's "continental correspondent" travelling between races, as famous as many of the drivers and team owners. He had competed in bikes and sidecars, and navigated for Stirling Moss driving a works Mercedes in the 1000 mile long Mille Miglia, in the process inventing pace notes.

The whole adventure was written up for the June 1955 edition of MotorSport. His F1 race reports were infused with detail resulting from his close association with the teams and drivers and ability to talk to them post race (there was no press conference in those days). His writing made you feel like you were at the race, sometimes taking you inside the cockpit, such was his style.

This year, Motorsport Magazine celebrates its 100th year of operation, having been established in 1924. It's been a rare survivor, although unfortunately DSJ left us long ago. He didn't pull any punches. After a particularly robust critique of a certain F1 driver's abilities, he was accosted by the offended driver while walking down the pits prior to practise for the next race. He duly reported the incident.

DSJ was, of course, the driver of the Lotus 12 F2 car that was taken for a lap around the Hampshire public roads on Christmas Day 1958, courtesy of one Colin Chapman.

The cover of the 50th anniversary July 1974 MotorSport magazine (seen above) has to be one of the most iconic motor racing images. It features F1 and BMW works driver Hans-Joachim Stuck leaping his Group 2 BMW CSL at the famous Flugplatz crest, on his way to setting a new tin top lap record of 8 min 12.8 sec, barely a minute slower than a contemporary F1 car!

1974 saw the UK attempting to recover from the government mandated 3 day week that devastated the economy. Introduced to conserve electricity, the generation of which was severely restricted owing to industrial action by coal miners and railway workers, it was lifted in early March 1974, but ultimately ushered in the Tory government of Maggie Thatcher. With most of the F1 teams and constructors being based in the UK, I suspect that it had been roundly ignored.

The 1974 F1 season had a full calendar, with 15 races, commencing in South America with Argentina and Brazil in January, before a break to transport the teams to South Africa. The 10 race European leg started at Jarama in Madrid, stretching to Monza in September. After which the "circus" travelled back across the Atlantic to North America for the Canadian round (Mosport) and US Grand Prix (Watkins Glen).

The British GP was held at Brands Hatch, while the Belgian GP was at Nivelles, the old high speed Spa-Francorchamps being judged "too dangerous" for F1. Nevertheless, the German GP continued to be held at the fearsome Nurburgring Nordschleife. The French GP on the other hand was held on the newly minted Dijon-Prenois circuit.

In those days it was common to have non championship races, and three were held, one in Brazilia, and two in the UK, at Brands Hatch and Silverstone.

There had been a great deal of change since the 1973 season, with 1972 world champion Emerson Fittipaldi deserting Team Lotus to take the number one seat at McLaren. Elder statesman, safety campaigner and 1973 World Champion Jackie Stewart had retired, and the lead seat at Tyrell had been handed over to a young South African named Jody Scheckter. In an anomaly, as Stewart had retired, the race number 1 was allocated to Ronnie Peterson, as Lotus had been the champion team the previous year.

Team Lotus entered the season with the ageing Lotus 72 upgraded to 72E configuration and the newer infinitely adjustable Lotus 76 entered as a "JPS/10" , both with Ford Cosworth power behind the shoulders of Ronnie Peterson and ex-Ferrari punter Jacky Ickx. Ferrari had Nicki Lauda and Clay Regazzoni installed. Aussie Tim Schenken was enlisted to drive for Team Lotus at the final round of the year at Watkins Glen.

In all, 28 (yes 28) teams entered races during the season, nominating an incredible 63 different drivers. The antipodean contingent was huge. Tim Schenken, Denny Hume, Howden Ganley, Chris Amon, Vern Schuppan, John Nicholson, and Larry Perkins all had a go at some stage in the season. Hume was in the works McLaren alongside Fittipaldi, and former bike star Mike Hailwood.

During the season, two drivers were killed. UOP Shadow driver Peter Revson was killed in practice for the South African GP, while Austrian Helmuth Koinigg, who had joined Team Surtees for the North American rounds, was killed at Watkins Glen. Frank Williams ran an assortment of drivers with Marlboro backing. Alan Jones was competing in Formula Atlantic, a year away from his F1 debut, while Williams was three years away from forming Williams Grand Prix Engineering after losing control of his Williams Racing Cars team to Walter Wolf.



UOP Shadow driven by Peter Revson. Photo by Martin Lee.

Of the 28 teams entered in 1974, only three survive today. Ferrari, McLaren (although merged with Ron Dennis' Project 4 outfit), and Tyrell (which became BAR, then Honda, Brawn, and eventually emerged as Mercedes).

MRD/Brabham, Frank Williams Racing Cars, Hesketh, Ensign, Surtees, Token, Trojan, Shadow, March, BRM, Amon, Lyncar, Lola and Maki have all vanished from the scene. You could argue that Val's Parnelli Jones Racing prospered in the US for decades after its F1 foray. The other US entrant, with Mario Andretti driving, was Penske, who remain a global force in most forms of motorsport, and recently lodged an application to re-enter F1.

In the July 1974 edition of MotorSport, they celebrated their 50 years.

Caterham Cars were selling Series 3 Lotus 7s for £725, with Series 4s retailing at a £125 premium. The new Lotus Elite was available to order with promises of "earliest delivery" dates, and you could pick up a 1973 Elan Sprint DHC for £1795.

Full page advertisements for BMW, Weber, Piranha Ignition, Lancia, Mazda RX3, Opel Ascona (0-50mph in 8.2 seconds and 104mph top speed), Castrol, Gulf, Triumph Stag, Vauxhall Firenza (0-60mph I 7.5 seconds and 120 mph), STP and Michelin preceded the voluminous classified section that sustained the magazine.

Pirrelli were boasting of their tyres being fitted to the Lancia Stratos. David Mulvaney had an XKSS (D Type) for sale, while Rod Leach's Nostalgia had his usual AC Cobras, plus a 275B Ferrari. Bargain of the month was a 1968 Elan S3 for only £895.

The magazine covered both the Swedish and Monaco GPs, with Peterson winning at Monaco for Lotus in the 72. He didn't get an extra point for fastest lap but the 1m 27.9 seconds was still an average speed of over 130kph. Scheckter and Depailler managed a one-two in Sweden for Tyrell, ahead of a Hesketh mounted James Hunt.

The LeMans 24 Hour race, Nurburgring 750kms and Imola 1000km sports car events were covered, and a test drive of a 2.7 litre Porsche 911 had the staff searching for superlatives for the "finest all-round road car in the World". There was a reminiscence with Tony Rolt, and coverage of the Group 5 sports cars, Veteran and Edwardian matters and a few interesting side reads on rallying and Indianapolis.

2024 HSRCA

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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.



1963 LOTUS SEVEN SERIES 2

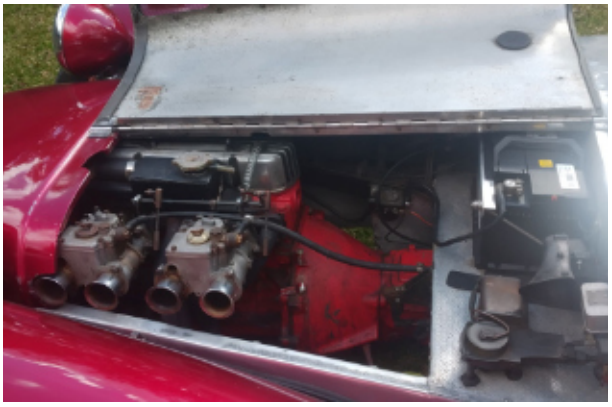
First registered in 1969, the car is offered from a near 50-year ownership. It's equipped with a Ford 116E (pre-cross-flow) 1500 cc engine, 40DCOE carburettors, front disc brakes and 3.89:1 axle. It is currently registered on concessional club plates.

The Seven was originally my road car in England, and I imported it into Australia in about 1984. At first it continued to be used as my road car, but I later transitioned it to only short weekend drives. Recently I have hardly used it at all, and at my age I believe it will get even less use in the future. Regretfully, it's time to pass it on.

Sold with a spare engine, racing-style roll-bar (not fitted), spare bonnet which I made but never fitted and sundry other bits. Fibreglass bits are painted that sexy Mazda Soul Red Crystal. Re-upholstered, tonneau cover, side-windows, carpeted cockpit. Hood is good only as a pattern (if I can even find it). Manual, sundry performance reviews and magazine articles.

Seeking offers around $35,000.

Bob McCluskey Sydney 02 9416 4636





1972 LOTUS ELAN +2S 130 COUPE

For sale is my extensively restored 1972 Lotus Elan +2S 130. I imported the car from the UK in 2011, and then decided to conduct a complete nut and bolt restoration, which took some time. The body was stripped and painted by Axel Olleroch at VCDC in Rydalmere. The interior has been completely re trimmed.

The motor was rebuilt less than 1000km ago by Kelvin and his team at CDA Engineering in Dee Why. I fitted a competition (straight cut) gear box, which is excellent but a little noisy. I will include the original box in the sale.

I added Minilite wheels and the original wheels will also be included in the sale.

Having put an enormous amount of work and money into the restoration, I decided recently for health reasons to hand in my driving licence. So, I have had very little opportunity to drive the Elan as much as I hoped. It is beautiful, starts easily, and is a pleasure to drive and I would love it to be bought by someone who appreciates what a Lotus is all about, and who will enjoy the car more than I have been able to.

Asking $60,000. Contact Bill on 0417 708 225.





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

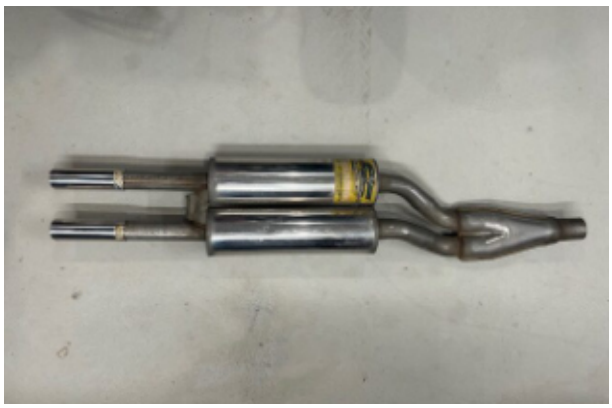
Purchased with help From Kent Sports Cars in the UK as a high quality restoration project in 1996, this S4 SE drop head coupe was inspected in the UK before its importation and was noted as being in very sound structural condition, with the original underseal still protecting the red oxide painted chassis,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

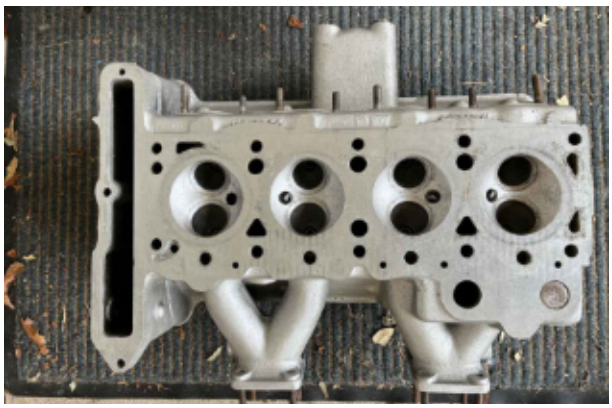


COLLECTION OF ELAN PARTS

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
- Brand new TTR aluminium swirl pot $225





PARTS TO SUIT ELAN, ELISE & EXIGE

All items are available for pickup from Dural, NSW. Email Seth at web@clublotus.com.au if you are interested in any of the parts, or have any questions, and he'll put you in touch with Nick.

- Lotus twincam Stromberg heads. 2 excellent undamaged heads $500 each
- Full set of new Bilstein OEM shocks for S2 Exige or Elise. These are available new and are expensive. Sensible offers please.
- Hercus Lathe, original and working condition, 3 phase power. Perfect for making parts for your restoration. $1200 or offer
- Genuine Lotus front axle set. $125
- New drive belt, front wire grills and rear trim panels new (cant remember where they go!) Offers please
- 2006 Exige SC rear wing (replaced with carbon one) offers please
- Gear shift. Offers please.

Email Nick at nickliv@iinet.net.au





LOTUS ELAN S1/2 SOFT TOP PARTS

In my search for soft top parts I was lucky, so I ended up with some spares. I have a pair of cant rails (R/H needs some rework), a bow and soft top bar.

Asking $250. Located Queens Park for pick up.

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

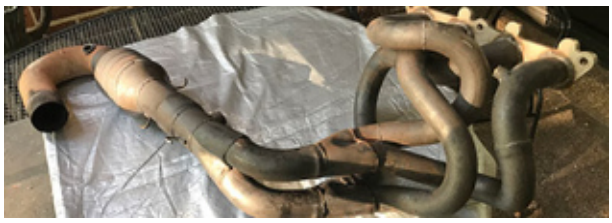


SET OF 5 NEW LOTUS EXCEL OZ-ROUTE WHEELS

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. Contact Robert on 0421 313 257 for further details.



QUICKSILVER 4.2.1 EXTRACTOR EXHAUST MANIFOLD

Ian is selling a Quicksilver 4.2.1 extractor exhaust manifold – for 2ZZ S2 Elise/Exige. It is used and there is a small leak at a primaries merge section that needs re-welding. Has been welded previously.

This is a lightweight unit of aircraft stainless steel. Equal length primaries 42mm, secondaries 47mm into 63.5mm. It suits n/a and supercharged cars. Adds torque in the mid-range without low range torque loss and gives extractor pulse sound. Sensational sound at high revs. Most effective performance-wise when combined with improved induction.

Wideband and EGT bungs have been added. Can be blanked off. Downpipe needs cat replacement.

In Sydney I recommend Westside Mufflers in Padstow for the required welding work.

Asking $400 – for pick up from Potts Point, Sydney.

Contact Ian 0414 620 280

WANTED

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.

WINDSCREEN TO SUIT EXCEL/ELITE/ECLAT

Robert is seeking a windscreen to suit an Excel, Elite or Eclat for the project Excel that he is working on.

Any condition will be considered, new or used, if it will pass a registration inspection (ie. no cracks in driver's line of vision).

Contact Robert on 0421 313 257 for further details.