February 2018

Chunky's Chatter



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



Inside this issue

- Lots of WA news and events.
- A look at Dan Gurney and his influence on Lotus.
- The program of events to mark the 50th Anniversary of the passing of Jim Clark.
- This year NSW & WA calendar.

Club Lotus Australia
February 2018

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

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

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

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Cover Photo: From the USA, Florida sun setting behind a hot and spicy Elise, Andre Brown, who agreed to share this image with readers of the Lotus Forums.

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May
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Presidents prattle
With Ashton Roskill



Hello!

I can hardly still say Happy New Year, given we are already into February, but nonetheless I hope 2018 is a lot of fun for you, and we look forward to seeing you out and about during the year.

It is already shaping up to be a busy year for most people I have spoken to so far, and I am hoping we can make sure to slot in lots of interesting and fun events along the way….

Starting with next week, with the pretty remarkable event that Lee and Mark and the team at Simply Sports Cars have organised - a Lotus Only Track Day at Bathurst; there will be over 70 cars there and we will have four 20 minute sessions over the course of Wednesday 7th February; if you fancy seeing 35-40 Lotuses on track at Bathurst at one time (there are two groups), come along and catch up in the pits!

Two weeks later on Saturday 17th February , we have our first drive day of the year, with a run down to Gerringong for the Motor Fest and Car Show - we have ten spots allocated so far, but there is room for more if you are still sitting on the fence; drop me a line to ashton@clublotus.com

And very shortly after that, on Satrday 11th March, we have the CLA's round of the Combined Sports Cars Association supersprints at Wakefield Park, organised by the new Motorsport Committee, for which I am deeply grateful. I hope lots of you will come along to support the club's round of this great series, and I look forward to seeing you there.

Something tells me that this year will go no slower than last, and that before we know it, we will be gathering for a jolly knees up for our Christmas Lunch; so let's not wish the away, and instead fill it with fun memories, interesting learning opportunities, and laughter. If you have an idea for an event, a speaker, or simply want to have a chat, please don't hesitate to suggest your idea to any of your Committee, and we will do our best to make it happen!

On a car-related note, but nothing to do with Lotuses, this year I have to finish building the Healey that Giles and I will be driving from Peking to Paris in June next year; we have got it almost ready to run, although there is still a great deal of final details we need to finish; if I am slightly hard to catch, it may be because I am either under the Healey in Giles' garage, or shaking it down!

So without further ado, welcome to 2018, and I very much look forward to it being a tremendous year and to catching up with a lot of you!

In the meantime, keep it safe, upright, and on the blackstuff,

Pip pip

Ashton



Lotus Only track day, Mt Panorama Bathurst

From the Editor Tom Devitt



Well, welcome to 2018 and a slightly refreshed editor, albeit a little overweight from end of year and Christmas celebrations. But, I must assure readers that by and large I spent my break wisely and rather than carousing in the pubs of Balmain (or the few remaining ones that haven't been turned into swanky office blocks or horrendously overpriced fitness centres) I have been doing a bit of background work on some interestingly Lotus based stories that have been niggling at me for some time. So hopefully, you will be entertained by the odd one or two over the coming year

There were a few famous cars (not Lotus) that have their anniversaries this year and we will be looking at these also as the year progresses (one of them is featured below)

The start of the year was accompanied by the sad news of the death of American Dan Gurney. Dan is special in the hearts of Lotus aficionados in the fact that he got Colin Chapman to go and visit Indianapolis in the early 1960's. In fact, the only way that Dan could get him there was to pay his airfare himself. Soon after Colin was hooked and the arrival of Lotus at Indy changed American motor-racing overnight, We will have a look at Dan's motor racing career in this issue with Part one of his story. (Part 2 next month).

Also this month a brief story on Michael Allan. Michael, along with his brother Nigel, were instrumental in getting the fledgling Lotus company off the ground, initially by letting Colin Chapman work in their extensive garage/workshop and then being the major workforce when the company commences at the Hornsey premises in the shed behind Colin's dad's pub.

Apologies to our South Australian readers for only now getting the story of your Christmas party into print. Andrew Stevens sent it to me in plenty of time but somehow I put it in the wrong place and it missed the December issue.

Well that's about it for me, Donna tells me she has heaps of gossip on Kanye and Blac Chyna (I'm sure it used to be Chyna!!) in a plethora of glossies so I'm off to wallow in bad taste.

Finally we will be going away during February, so if the March edition as a little late don't think I have run off to the USA with a Kreepy Kardashian.

Tom



The Hindustan Ambassador turns 60 this year (I can hardly wait!!)

SA CHRISTMAS RUN TO YOUNGHUSBAND ON THE MURRAY

from Andrew Stevens



While our NSW brethren were headed to Peppers Craigieburn for their Christmas lunch, December 3rd saw the SA mob head to Younghusband on the banks of the Murray River for their 2017 Christmas get together.

Thanks to Chris Burton (organiser), and Richard and Heather Knight, who graciously offered up their property overlooking the mighty Murray for the event.

After assembling as usual at Glen Osmond, the snake of Lotus wound its way through the hills to the historic German township of Hahndorf, our first stop, for coffee and cake at the German Cake Shop. After caffeine levels were replenished, we journeyed onwards through Mount Barker, past the Monarto Free Range Zoo, and drove out to Murray Bridge, where we veered left to follow the scenic river road (well some of us did), to arrive at Younghusband.







The barbeques were soon fired up and conversation flowed around, with those who had arrived in "German Lotus" given a fair ribbing and coming up with inventive excuses as to why they had left their Hethel bolide behind.

Even the weather gods smiled kindly on us, as we got down to the business of lunch, watching the houseboats cruise past, and chilling out, talking cars, telephone reception, Christmas plans, and more cars.

Lotus Adelaide had kindly offered up a free basic service on a Lotus as a raffle prize, and David Hopper will be taking his 240 Cup in to take advantage of his prize.

Far too soon, we were all wishing each other a very Merry Christmas, and getting reminded that the next SA Lotus Run is on January 7th, meeting as usual at the Sikh Centre at the bottom of the SE Freeway by 9:00am.

Andrew Stevens



FIA Announces its Formula One hall of Fame



The FIA Hall of Fame has been created to highlight the values that run through motorsport and the champions who have been and who still are the exemplars of the FIA's values of commitment, integrity, respect and sportsmanship," said FIA President Jean Todt.

The inaugural ceremony, held in the library of the ACF, where F1's regulations were first drafted in the 1940s, first inducted the 17 champions with single titles to their name, starting with Formula One's first champion, 1950 winner Giuseppe Farina and ending with 2016 champion Nico Rosberg.

Among that group was 1992 champion Nigel Mansell, who said: "I'd like to thank the FIA for making this evening possible for all of us. It's such a special evening. I'd also like to congratulate all the other drivers here, truly they are all tremendous."

Damon Hill, who in 1996 followed in the footsteps of his double title winning father Graham, added: "It was always very difficult to get it through my head that I'd become a world champion at all, so the thrill continues, and it just an amazing honour to be included. You see the people who are here and the names mentioned – Mario Andretti, Nigel Mansell, Alain Prost and Sir Jackie Stewart and it's hard to believe I'm in the same gang. So, congratulations to the FIA for instigating the Hall of Fame and thank you for including me."

The ceremony then celebrated two- and three-time champions, including 2005 and 2006 winner Fernando Alonso, who commented: "It has been a fantastic night. I'm very honoured to be here with these great champions. All of them inspired me to become a Formula One driver, they inspired all the kids of my generation, so I feel very proud."

Alonso, who this year raced at the Indianapolis 500 and who will contest the 24 Hours of Daytona sports car race in 2018, added: "I'm trying other series now and trying to imitate some of the idols I had when I was a kid. The Indy 500 experience this year, maybe Le Mans in the future. President Todt mentioned that the Hall of Fame for endurance racing will be in 2019, so I have two years!"

The Renault R25 driven to title glory by Alonso in 2005 was displayed outside the FIA headquarters along with the Alfa Romeo 158 of Nino Farina; the Ferrari 156 of Phil Hill; the Lotus Climax 25 of Jim Clark; the McLaren MP4/5 of Ayrton Senna, and the Ferrari F1-2000 of Michael Schumacher.

After honouring three-time winners such as F1 legends Sir Jackie Stewart and Sir Jack Brabham, the evening moved to the sport's most successful drivers, beginning with the induction of four-time champions Alain Prost, Sebastian Vettel and Lewis Hamilton and then five-time winner Juan Manuel Fangio.

Of the evening, 2010-2013 winner Vettel said: "It's been incredible to see all these names, all these faces. Obviously a lot of them I only know from what I have read, what I have seen, but I think it's a great idea. There's so much history in the sports, it's still so alive, and thanks to events like tonight's, we'll keep it like that. I love racing but as you get older you change your way of thinking and I think your appreciation for things and definitely for things like tonight grows."

Finally, the sport's most successful competitor, seven-star driver Michael Schumacher, was inducted, with long-time manager Sabine Kehm on hand to accept his award.

"We all know Michael should be here and I am totally sure he would love to be here," she said. "He always had the highest respect for everyone in this room and he would be very honoured. What made Michael so special, what made him so successful was, as with everybody in this room, a love and passion for this sport."



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Classic Team Lotus
Potash Lane, Hethel
Norfolk NR14 8EY

Geneva, 12 December 2017

FIA Hall of Fame Inauguration

Dear Mr Bowers,

Following the FIA Hall of Fame inauguration, which took place last Monday on 4 December at the FIA Headquarters in Paris, the FIA would like to sincerely thank you and Mr Chapman for lending a Lotus type 25 during the ceremony.

The ceremony has been the occasion of reuniting great Formula One Champions together and has been a great moment of emotion for all the inductees of the evening.

You will find attached some pictures of the ceremony as well as of the cars display that has been greatly appreciated by all the guests and drivers who were presents at the evening.

Having the Lotus alongside some other legendary cars such as the Ferrari 156 or the Alfa Romeo 158 was something incredible for most of the people and clearly gather the attention of hundreds of people.

Your support for making this possible is truly esteemed by the FIA and we would like to express once more our gratitude for your help and for lending us the car at this occasion.

Sincerely yours,

Martin Lalande

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Quokka Talk

By Eddie Lankhorst

Happy New year everyone. Hope it was a safe and joyous time for you all.

This new year has gone off with a bang with huge numbers attending Classic Cars and Coffee, BOAB Meet n Eat and the EMR. By these numbers it appears that this year will see Club Lotus Australia – WA branch grow even more.



On the motorsport side it has been decided that our Lotus WA championship for 2018 will comprise of a number of State Speed Event Series (SSES) events, TSOA events and the new Point to Point (P2P) series as part of the Lotus WA Championship. You are welcome to attend any event throughout each series but the events that count in our championship are:

- SSES 25th Feb, Sunday at Barbagallo Raceway, Twilight Sprint 4pm to 9.30pm
- SSES 18th Mar, Sunday at Collie, Sprints 8am to 5pm
- P2P 31st Mar, Saturday at Barbagallo Raceway
- TSOA 21st Apr, Saturday at Collie, Super Sprint
- TSOA 30th June, Saturday at Barbagallo Raceway, Super Sprint
- SSES 1st July, Sunday at Barbagallo Raceway, Sprints 8am to 5pm
- SSES 28th July, Saturday at Barbagallo Raceway, Sprints 8am to 5pm
- SSES 14th Oct, Sunday at Collie, Sprints 8am to 5pm
- SSES 1st Dec, Saturday at Barbagallo, Christmas Sprints 8am to 5pm.



As you can see there are 10 events on our calendar, to earn points you get 10 pts for attending, 10 for 1st , 8 for 2nd and 6 for 3rd. However, to make it fair for non aspirated cars, I will deduct 20% from score over the year if you competed in a supercharged or turbo car. Points are only eli-

gible for CLA members, so if you are not a member, see http://www.clublotus.com.au/ for membership form. Note that it's far cheaper to do three year membership and if your partner wishes to also join to compete is cheaper again. And by the way you only need to participate in six of the above events or your best six results will be counted towards the end of year trophy.

Other events for the coming months are:

- BOAB meet n Eat, Monday 12th February, 6pm Kings Park meet near the Boab tree
- EMR, Sunday 18th February, 8am Guildford railway car park, James Street
- BOAB meet n Eat, Monday 12th March, 6pm Kings Park meet near the Boab tree
- EMR, Sunday 18th March, 8am Guildford railway car park, James Street
- And please diarise Gingin All British Car Show for Sunday 30th May.

Lastly, calling all Ladies, this year SSES will be introducing an all Ladies class/group which will be a great introduction to motorsport. So, ladies no matter what car you want to drive on the track, enter and be part of the series. Remember your car will still be required to have a fire extinguisher fitted and you will be required to wear long sleeves and long pants in a natural fibre such as wool or cotton. Please talk to Steve Metlitzky or you can email steve@speedeventseries.org for further details.

Look forward to seeing you and your partner on the track this season.







Sunday 31 December 2017 – Club Lotus WA, Classic Cars and Coffee

By Les Proctor

The last Classic Cars and Coffee for 2017 on the morning of New Year's Eve promised to be the biggest yet and did not disappoint. Club Lotus WA has traditionally not attended these events in numbers but there was just something about the day that promised to change that.

Using our FaceBook group, a few decided to get there earlier for quarter to eight in the morning to ensure we had parking in a prime spot. I met Steve M. in his highly modified supercharged S2 Elise at our local service station and we were soon on our way on the freeway then the picturesque Mounts Bay Road that hugs the Swan River to our destination; the Reid Library carpark at the University of Western Australia.



After donating a small fee for a local charity as an entry fee, I was surprised to see several cars already there and by the time the official start time of 8:30AM arrived, not only was the car park completely full (and overflowing) but we had eleven Lotus cars turn up comprising Elise S1s, S2s and S3s, three S3 Exige S V6s and even a gorgeous yellow Lotus Elan Sprint!



Steve and I were rewarded for our early bird routine as we avoided the queues and got our coffees quickly. The rest of the time was spent catching up with other Club Lotus WA members and lots of other people in the Perth car community, all the while having to remind ourselves to wonder around to catch a glimpse of all the wonderful machinery that had come out that morning.

In fact, I was reminded why Classic Cars and Coffee works so well as it is meant for classic, prestige performance and exotic cars. There is also Customs Cars and Coffee which caters to the muscle and customised car fans. This difference caters to different car enthusiasts and helps to cultivate a positive and family-friendly atmosphere which was sorely missing in the other event.



As such, there were hordes of families on a Sunday walk and many of the attendees were reconnecting with people that they may not have seen for a long time. Alex Forrest from The West Australian covered the event and his article not only encapsulated what Classic Cars and Coffee was about but detailed how car enthusiast John M. reconnected with 93-year-old Laurie G. after not seeing each other for 20 years! This heart-warming stories are what makes such events great and I hope that the organisers continue to keep up the great work.



I have never been prouder to be part of our little Perth car community as more than 500 cars turned up and to be among a record turnout for such an event with our Club Lotus WA members was just the icing on top! See you at the next one on the 28th of January!

Monday BOAB Meet n Eat 8th Jan

By Marilyn Proctor



A record-breaking turnout for our first run of the year! An assortment of colours, which overflowed the Boab Tree carpark in Kings Park. We caught up with one another before heading off on a run towards Hilary's Boat Harbour.

There were the usual attendees, Mike and Elinor H. in their red S3 Elise S, new CLA member Dave and Dawn F. in their chrome orange S3 Elise S, John and Robyn E. in their red Komo-Tec super charged Elise 1ZZ. Peter B. rocked up in his new grey S2 Elise with a cool after market heads up display. John M. in his blue S2 Elise with stripes, which is currently up for sale.

We followed Eddie in his S1 Elise, who took a scenic drive with a few turns but lots of roundabouts. The drive was fantastic and due to the long summer day, we managed to get to our destination before dark. There was even a light breeze in the air and the evening was cool.



An absolute last minute reservation was made at Three Sheets, fortunately they were able to accommodate the group of about 19 people. Food and drink service was quick and at the end of the night, everyone was left happy and raring to meet yet again for the upcoming Janu-



ary EMR on Sunday 14th at 8AM at the Guildford Train Station.



Dan Gurney (1931–2018)

A racing legend and the man who got Lotus to go to Indianapolis

Part 1

On January 14th this year Motor racing lost one of its great heroes, with the death of Dan Gurney at age 86. Daniel Sexton Gurney (the Sexton was his mother's maiden name not one of those crazy Pommy middle-names) was born in Port Jefferson N.Y. In a career spanning 60 years he drove for Ferrari in the 1950s, spearheaded Porsche's brief stint it Formula 1, and won Le Mans for Ford. Additionally, he claimed seven Formula 1 races, as well as building and driving the first American F1 car ever to win a Grand Prix. He also was victorious in Can-Am, Trans-Am and NASCAR. After retiring from the cockpit he ran front-line teams in Indycar, Champ Car, Formula 5000, Trans-Am and IMSA.

Dan got his first real drive when he drove a Corvette at Willow Springs for a couple of chaps who were having great difficulty getting any sort of decent lap times. The Corvette's owner, Cal Bailey, worked for millionaire building contractor Frank Arciero. Frank had a big 4.9-litre Ferrari with an evil reputation and offered Dan a drive. In an interview with Simon Taylor in 2009, Dan recalls this car. "It had been rebuilt after a wreck and ended up not very user-friendly. Arciero asked me to try it at Willow, so first I spun it around on the pit apron to get a feel of it. I had to modify my driving style to deal with what the car wanted – not the first time I'd had to do that, or the last. Then I went out and got under the outright lap record. I was lucky because it wasn't a car everybody was clamoring to get into, but it was certainly fast."

But Dan, now with a young family, had to make his mind up as to whether he wanted to keep his day job or go motor racing. In the end, his mind was made up for him when he got a call from Luigi Chinetti, Ferrari's man in New York inviting him to drive at Le Mans. During the race, Gurney and his co-driver Bruce Kessler got up to 4th place until a bad accident forced their retirement.



Dan Gurney in a Ferrari 357

Dan returned to America to race for Arciero and NART, but then Chinetti phoned up again. Ferrari had lost Peter Collins and Luigi Musso in fatal accidents and Mike Hawthorn to retirement, and Dan was invited to Modena. He drove a 2-litre sports car, then a 3-litre sports car, then an F1 car. With no decision from the factory he returned to the US. Then a telegram arrived from Ferrari, offering him a ride in the 1959 World Sports Car Championship, for a retainer of $163 a month. He had joined a team that included Tony Brooks, Jean Behra, Phil Hill, Olivier Gendebien and Cliff Allison.

During his time with Ferrari, Dan shared the winning car at Sebring, led the Targa Florio, held second at Nurburgring and, teamed with Behra, led Le Mans for five hours. His performances were impressing the factory and he was quickly called to Monza for another F1 test. Dan recalls, "It was the latest 246. Enzo was there, and Behra had just got under the lap record with it. I did about 10 laps, and then they changed the 15-inch front wheels for 16s. They told me '*Guarda*', (or 'watch out'). After a couple of laps to warm the tyres, I went down to my usual braking point at the Parabolica and the fronts locked. I lifted and tried again,

and they locked again, and by now I was pretty far in. I managed to spin the car, but it hit the bank, almost spat me out as it banged and bounced, and ended up pretty bent. I figured, OK Dan, you've really done it now. Back at the pits they said, 'Too bad. By the way, in those first 10 laps you equaled Behra's time.' Three weeks later I was driving in my first Grand Prix." That was at Reims, where his engine blew, but he did three more races for Ferrari, and finished second (Avus), third (Monsanto Park) and fourth (Monza).

Dan's F1 career was up and running, but for 1960 he opted to go to BRM. "I realised mid-engined was the way things were going: Cooper had proved that. At that point Enzo was still saying the horse should be in front of the carriage. The BRMs looked beautifully made, lots of nice machining, and I assumed they would be as strong and durable as the Ferrari, I thought all racing cars were like that. But I was wrong." The season was a disaster. Dan retired from every championship round except Silverstone, Tragically at Zandvoort the hydraulic pipe to the single rear transmission brake ruptured as he hit the brakes at 160mph. The BRM leaped a sand dune, went through a barbed-wire fence, and killed a young spectator. Dan was lucky to escape serious injury.

The same year, paired with Stirling Moss in a Camoradi Maserati Birdcage, he scored a great victory in the Nürburgring 1000Kms. Moss said later, "Along with Fangio, Dan was the best co-driver I ever had." Dan returns the compliment. "Stirling was the superstar, without any question. When I wasn't racing myself I'd go out and watch how he drove. In diabolical conditions of mist and fog, Moss handed over to Gurney with a good minute's lead, which Gurney was consolidating when the Maserati broke an oil pipe. "Suddenly the cockpit was flooded with hot oil, sloshing forward when I braked and back when I accelerated. I nursed the car seven miles back to the pits – building hotrod engines as a teenager had given me mechanical sensitivity – but when [Maserati chief mechanic] Guerrino Bertocchi saw all the mess there was quite a bit of Italian opera. I persuaded him the engine might still be OK, they just had to mend the oil line and clean it up." The stop lost nearly six minutes, but after a brilliant charge back up the field Dan retook the lead from the Hill/von Trips Ferrari, before handing back to Moss.



Dan in the D1 Porsche leading the Ferrari of Giancarlo Baghetti at the French GP

In 1961, F1 went to1500cc engines and Porsche entered the F1 arena. "I really learned how to drive at Porsche because, unlike at BRM, the cars always went the full distance." They were not the fastest of cars but were extremely reliable. At Rouen Dan scored Porsche's only victory in a championship round, and two weeks later, in front of 300,000 people, he won the non-championship Solitude GP. Three weeks after that he took pole position for the German GP, finishing third after a race-long battle with Graham Hill's BRM and John Surtees' Lola.

During 1962, Dan returned to the USA to visit Indianapolis. He'd never been there before, so to race he had to take a drivers test. He took this in an old Zink Offenhauser. "I told Zink's chief mechanic, Denny More, that the car felt like it was going to spin all the time, and could he give me a little bit of push – which is what they call understeer at Indy. And

he just said, 'No'. One of those old-time chief mechanics, they were in charge, they didn't have to do anything they didn't want to". Dan left Indianapolis for Italy where he was driving a Porsche in the Targa Florio, he then flew back and tried one of Mickey Thompson's new cars, with a rear engined Buick V8 in the back. "Right away it felt good." He qualified it eighth, and ran in the top 10 until the transmission failed. Dan was hooked on Indy!



A 1960 Zinc. Dan's first test drive car at Indy

When Dan first saw a Lotus 25 at the Dutch Grand Prix at Zandvoort, he was so struck by the advanced design that he began trying to convince Colin Chapman that he should go to Indianapolis and at least have a look. Chapman rather reluctantly agreed, but only after Dan offered to pay his passage. Once there, Dan introduced Colin to some Ford people in Detroit. Out of that came a deal for two Lotus-Fords for the 1963 race, one for Jim Clark and the other for Dan. During March testing, to the consternation of the Indy establishment, Dan sensationally lapped at over 150mph. But in qualifying in May he hit the wall. "The Dunlop alloy wheels were cracking. Part of why I hit the wall was because we didn't have enough wheels to go round, and I had to go out on Jimmy's set. He was using more negative camber than me and his tyres were worn differently". In 1964, with the new Ford four-cam V8, the team's Dunlop tyres weren't up to the task, which put Gurney and Clark out. (In 1965 Lotus again returned and Jim Clark was finally victorious with Dan finishing 17th) Interestingly, it was Jim Clark's father, who at his son's funeral took Dan Gurney aside and told him that he (Gurney) was the only driver Jim had ever feared on the race tracks of the world.

1964 Dan was part of Carroll Shelby's effort to wrest the GT Championship from Ferrari. At the Targa Florio the leaf-sprung Cobra wasn't ideal for the uneven roads of the 45-mile circuit, but Dan and Jerry Grant got up to second place.



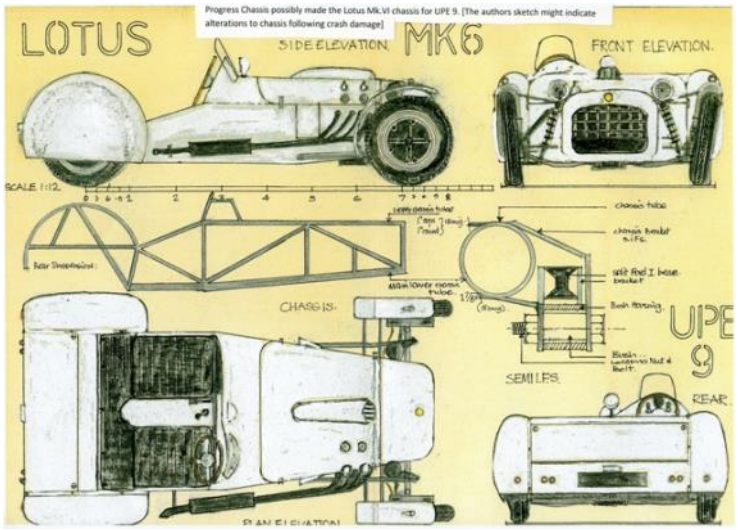
Dan Gurney 1970 photo

"Once you got used to all the banging and crashing, the Cobra had good brakes, a lot of tyre on the road, lots of horsepower. The aerodynamics weren't great, but we raked the windshield right down, so Jerry and I looked over the top, and that was worth 10mph. On the straights in Sicily we were pulling 160. It wasn't too predictable when you had to move to the edge of the road to overtake another car, but power-on cornering with the tail out was a lot of fun." Eventually the rear suspension broke, but Gurney heroically nursed the car home eighth, going the full distance to take the class win. "When I finally crossed the line the pits were deserted. I found the team in a restaurant having dinner. They couldn't believe I'd made it to the finish. I just looked at them, turned round and left. I wasn't terribly pleased."

When Porsche left Formula 1 at the end of 1962, Dan signed for Jack Brabham's new team. "Jack ran a tight operation – we had one mechanic per car – but Ron Tauranac produced a car that was awfully good, handling-wise. I've been accused of constantly tinkering with the handling of my cars but, with the Brabham, my mechanic Tim Wall and I hardly ever changed anything. Slow tracks, fast tracks, it was good everywhere. In three seasons, Dan led a lot of races for Brabham, but only won two: at Rouen – the marque's first victory in a championship round and in Mexico City.

(Part 2 next Month)

THE DEATH OF LOTUS FOUNDER MICHAEL ALLAN AND THE MYSTERY OF THE TWENTY FIVE QUID



On the 25th September 1952 the Lotus Engineering Company Limited was formed with 2 shares valued at £50.00 each. Colin Chapman had one and Michael Allen had one. Sadly, firstly Colin and now Michael have passed away.

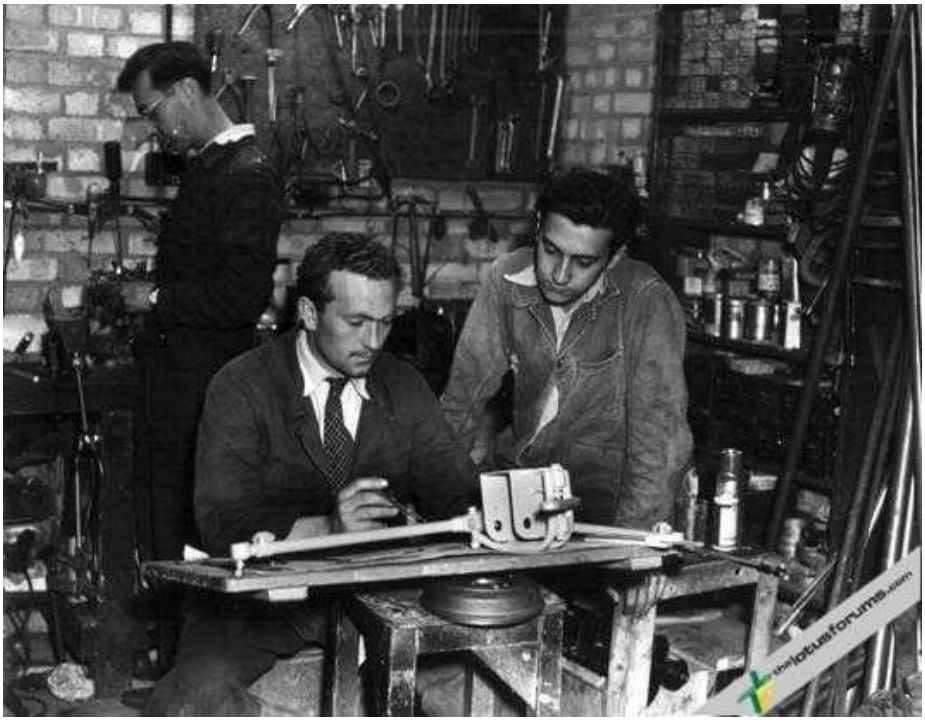
In Historic Lotus magazine no. 89 (summer 2017) Nigel Allan wrote "I am sad to announce the death of my brother Michael on Easter Monday last". Michael was the last remaining part of the Lotus Engineering Company.

When it commenced, the fledgling company of 2, had Colin doing design and body work whilst Michael did all the engine work. They were assisted part-time by Nigel, filling in when he could. To quote Nigel, "Michael also undertook the mighty task of de-siameseing the Austin block * with the opening out of the inlet tracts, creating twin openings instead of the single standard inlet ports, then, reinstating the water jackets with small metal side plate fabrications and a central division, fitting these before turning the job over to me to braise the parts together…". additional Michal was "instrumental in working out how we could modify the Austin, 3 bearing crankshaft to pressure-feed oil from the centre main bearing to the big end bearings (which were normally splash feed). Truly memorable work. "His work contributed greatly to the success of those early Lotus years, work which he carried out with an unfailing cheerfulness through a difficult time in the new company's development.



Nigel and Michael Allen, Lotus MkIII, Castle Coombe 2003

By the 18th October that first year, the number of shareholders had jumped to 5. In addition to Colin and Michael were Colin's dad Stan and Michael's brother Nigel and his dad Edmund. Sadly, the much quoted story that Hazel lent Colin £25.00 to set up the company with both of them as directors is probably a bit inaccurate. Hazel didn't join the company as Company Secretary and Director until the 30th March 1953 when Michael Allan resigned and she became a shareholder on the 14th October 1953 when there was a board meeting. At this meeting Colin bought Michaels' 35 shares, Stan bought Edmunds' 5 shares, Hazel bought Nigel's 10 shares and with that the Allen family parted financial ties with Lotus...



The famous photograph of Nigel and Michael Allan with Colin Chapman at the drawing board. Probably taken at the Allan's workshop/garage.

However, let's get back to 1952 for a moment. With the Mk. VI well underway the company begin to gather momentum. As production started, the Mk 6 needed at least 2 extra employees to work with Michael Allen, so John Teychenne and Mike Madden were hired and the assembly line rattled along.

Progress halted early in the year with the arrival at the factory of the Clairmonte brothers wanting a Formula 2 racing car. The idea rather tickled Colin who had been thinking of a formula car for a while. A chassis was built and it was designated the Mk 7. The car was well before its time with double wishbone front and inboard spring/damper units and de-Dion with a special step-down quick change axle. However the project started meandering, the brothers got sick of waiting. In the end the vehicle was delivered in a very much unfinished state. So incomplete was it, that Colin decided the Mk7 designation was to be removed and the brothers renamed it the Clairmont Special. After that bit of drama, the focus returned to building Mk 6's.

The car was now starting to become very competitive at race meetings. It was successfully entered into the Daily Mail 100 mile sports car race and Michael Allen was down to drive the car. Practice proved something of an adventure with Michael's brother Nigel taking the car for a spin after Michael had finished practice. On every lap of the damp track, Nigel spun at Railway Corner, eventually damaging the car such that it had to be taken back to the workshop. Returning to the circuit on race day Nigel and his wife had a serious accident with a bread van and the Lotus was written off. Luckily, there was a comprehensive insurance policy for the car and a claim was duly made. But the poor little company was in crisis. There were now no assets and there was no money in the bank! The services of the 2 recently employed staff had to be disposed of. Probably early 1953 Hazel did lend Colin the £ 25.00 for stationery and office supplies since she was commencing to assist in the day to day running of the business.

At the1953 Tarrant Rushton speed trials the Lotus retinue arrived too late to practice so Colin was allowed to take Hazel, who was also competing, around the course in a little Austin saloon. Colin explained to Hazel, "Piece of cake, flat out through the gears, keep your foot flat through the second bend and the up to the finish". Hazel did exactly this and easily won the 1172cc Formula class. Colin then jumped in the car for the up to 1300 cc class and found he was slower than Hazel. He had in fact, scared himself half to death and had to back off at the second bend. When he questioned Hazel, she replied, "yes of course I kept my foot down, you said I should!"

Colin did this on the second run, scared himself even more but somehow bettered Hazel's time.

In the end he won the class with Mike Costin coming in second.

By the way, Hazel's loan was repaid later that year with the present to her of an Austin Chummy for her own private transport.

*(We will have a bit of a look at the story of this Austin block and its derivation later in the year! Ed.)

Programme of events announced to commemorate 50 year anniversary of double Formula One World Champion Jim Clark



A programme of events to commemorate the 50 year anniversary of double Formula One World Champion Jim Clark, who died on 7 April 1968, has been confirmed.

The weekend of 7 & 8 April 2018 will see a collaboration between The Jim Clark Trust, Club Lotus, Live Borders and Chirnside Common Good Association all coming together to welcome visitors to the Scottish Borders who would like to pay their respects, share fond memories and celebrate plans for a new Jim Clark Museum.

The programme will involve a commemorative Church Service in Chirnside, a groundbreaking ceremony for the new Jim Clark museum in Duns, an anniversary dinner at Carfraemill Hotel and an open exhibition at Chirnside Village Hall for anyone who would like to showcase their own Jim Clark memorabilia.

THE JIM CLARK TRUST



As part of the anniversary programme Classic Team Lotus are planning to exhibit some of Jim Clark's famous race cars, with the addition of over 100 classic and modern sports cars from Club Lotus.

Plans have been announced to provide details to visitors and car clubs expected from across Scotland, the UK and around the world – everyone is welcome.

Saturday 7 April 2018

The Jim Clark Museum, Duns: open all day

Jim Clark Anniversary Exhibition, Chirnside Hall: open all day

Classic Team Lotus race cars on display

Club Lotus sports cars on display

11:00 - The Jim Clark Museum, Duns, ground breaking ceremony for the new museum

15:00 - Chirnside Church, Chirnside, Commemoration Service

19:00 - Anniversary Dinner, Carfraemill Hotel, Lauder - **Ticket Only from Club Lotus**

Sunday 8 April 2018

The Jim Clark Museum, Duns: open all day

Jim Clark Anniversary Exhibition, Chirnside Hall: open all day

Classic Team Lotus race cars on display

Club Lotus sports cars on display

Doug Niven, cousin of Jim Clark and Trustee for The Jim Clark Trust said:
"Everyone is welcome over the weekend of 7 & 8 April. It is quite incredible how his memory remains so strong and emotional even 50 years on. We feel honoured that so many people have shown interest and we want this weekend to be both a commemoration and celebration to inspire future generations. We would like to thank Club Lotus, Live Borders and Chirnside Common Good Association. It will be intriguing to see if we can uncover new memorabilia that may be of interest to the new Jim Clark Museum with the Chirnside Hall exhibition. We are delighted with the support of Classic Team Lotus and a display of some of Jim Clark's incredible race cars which I am certain will help attract people from far and wide."

Jim Clark inspired a generation in the 1960's. He was killed in a tragic accident in a Formula Two race at Hockenheim in

1968. His death shocked the world leading to a greater emphasis on safety led by his friend Sir Jackie Stewart still relevant to this Formula One to this day. The world of Formula One and people from all over the world came to Chirnside Church in the Scottish Borders in 1968 for his funeral. He was a shy farmer at heart and much admired for his modesty and humility alongside his success. Jim Clark is widely regarded to this day as one of the greatest and naturally gifted racing drivers of all time.



In September 2017 plans were confirmed for a new £1.6m Jim Clark Museum funded by Scottish Borders Council, Heritage Lottery and The Jim Clark Trust. The new museum is expected to open in the spring of 2019. Additional Jim Clark anniversary events are being planned at the Hockenheim Jim Clark Revival 20-22 April, Loretto School 22 April, The Argyll Festival of Performance 2-3 June and at The Goodwood Festival of Speed 12-15 July.

For further details:

The Jim Clark Museum, Duns: atulloch@LiveBorders1.org.uk (Live Borders)

Ticket enquiries for the Anniversary Dinner, Carfraemill Hotel, Lauder: alan@clublotus.co.uk (Club Lotus)

Jim Clark Anniversary Exhibition, Chirnside Hall: info@chirnsidecommongood.org

The Jim Clark Trust: ben.smith@jimclarktrust.com

Jim Clark
1936 - 1968



Chirnside's World Champion
50th Anniversary

Happening to be visiting Blighty in the new year, this might be worth a look-see!



Brian Caldersmith has just released his new book and it's available at all good motoring bookstores



Lotus Silverstone reveal Elise Cup 250 Type 25 Edition

Lotus Silverstone, based on site at the iconic Silverstone F1 circuit have a one-off Elise Cup 250 Type 25 Edition available for sale. Based on the 2008 Elise SC Type 25 the colour scheme mimics the highly successful Type 25 F1 car which raced in 1962. The Type 25 won 14 Grand Prix victories and in the hands of the legendary Jim Clark propelled him to win the 1963 F1 World Championship title.









Answer to last months "Now who Said That?"



Told you it was too easy.

The answer came back *quicker 'n lizard spit*

and it was from Evan Jones who correctly identified Colin Chapman as the originator.



Colin Chapman in happier times

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote

"A racing car is an animal with a thousand adjustments"

Winner announced March

And remember, the quoted person is mentioned somewhere in this newsletter!!

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
February	Saturday, 17 February 2018	Lions Gerringong Motorfest	8.00am	Mick Cronin Oval Gerringong
	Sunday, 18 February 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
March	Sunday, 11 March 2018	CLA CSCA	8.00am	Wakefield
	Sunday, 18 March 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
April	Weekend of 7 and 8 April	HSRCA Wakefield	8.00am	Wakefield
	Sunday, 15 April 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 28 April 2018	Lotus Lunch	12.30pm	TBA
May	Sunday, 20 May 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 26 May 2018	JDC CSCA	8.00am	SMP North
June	Saturday, 16 June 2018	AHOC CSCA	8.00am	Wakefield
	Sunday, 17 June 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
July	Sunday, 15 July 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 28 July 2018	Lotus Lunch	12.30pm	TBS
August	Saturday, 11 August 2018	MOCA CSCA	8.00am	SMP Gardner
	Sunday, 12 August 2018	Shann0ns Display	8.00am	SMP
	Sunday, 19 August 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 25 August 2018	MGCC CSCA	8.00am	SMP North
September	Saturday, 8 September 2018	SCCA CSCA	8.00am	SMP South
	Sunday, 16 September 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 23 September 2018	All British Days Kings School	8.00am	The Kings School Parramatta
	Weekend22, 23 September	HSRCA	8.00am	Wakefield
October	Sunday, 21 October 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 27 October 2018	TSOA CSCA	8.00am	Wakefield
November	Sunday, 18 November 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
December	Weekend 1 7 2 December	HSRCA TasmanTrophy	8.00am	SMP
January				

CLA WA 2018 Diary

Month	Day Date	Event	Time	Location
February	Monday, 12 February 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 February 2018	EMR	8.00am	Guildford Railway Carpark
	Sunday, 25 February 2018	SSES Twilight Sprint	4.00pm	Barbagallo Raceway
March	Monday, 12 March 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 March 2018	EMR	8.00am	Guildford Railway Carpark
	Sunday, 18 March 2018	SSES Sprints	8.00am	Collie
	Saturday, 31 March 2018	Point to Point Series	8.00am	Barbagallo Raceway
April	Monday, 9 April 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 April 2018	EMR	8.00am	Guildford Railway Carpark
May	Monday, 14 May 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 20 May 2018	EMR	8.00am	Guildford Railway Carpark
	Sunday, 20 May 2018	Gingin British Car Show	10.00am	EMR destination
June	Monday, 11 June 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 17 June 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 30 June 2018	TSOA Super Sprint	8.00am	Collie
July	Sunday, 1 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
	Monday, 9 July 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 15 July 2018	EMR	8.00am	Guildford Railway Carpark
	Saturday, 28 July 2018	SSES Sprints	8.00am	Barbagallo Raceway
August	Monday, 13 August 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 19 August 2018	EMR	8.00am	Guildford Railway Carpark
September	Monday, 10 September 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 16 September 2018	EMR	8.00am	Guildford Railway Carpark
October	Monday, 8 October 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 14 October 2018	SSES Sprints	8.00am	Collie
	Sunday, 21 October 2018	EMR	8.00am	
November	Monday, 12 November 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 November 2018	EMR	8.00am	Guildford Railway Carpark
December	Saturday, 1 December 2018	SSES Christmas Sprints	8.00am	Barbagallo Raceway

For Sale

Esprit For Sale



Silver 1983 Lotus Turbo Esprit, with about 55k miles on the clock.

It is in very good condition, with a completely refurbished gearbox and turbo, and new tyres.

Has been in storage for 2 years.

Maintenance log of all servicing since owner purchased. Well respected owner in WA who has been transferred to UK and is now keen to sell. I am not the owner but you can direct enquiries through me, Eddie Lankhorst 0414 431 589.

Offers in excess of $50k will be considered.



FOR SALE
1966 S2 SE ELAN 26/5416 FOR SALE
Painted in Scottish racing blue with matching hardtop

1700cc engine with QED420 cams and BRM cam cover (original available instead if preferred) rebuilt by Alan Pate and with less than 2000km
softtop and tonneau
26R style seats
26R style headlights
5 peg knock on wheels
4 x 26R knock on wheels with new tyres
4 x Minilite knock on wheels with tyres
new radiator and electric fan
All new (well 5 years ago) brake lines, fuel lines etc
Solid rear drive shafts





Original items included with sale:

Original short engine (block, crank, cams, rods, pistons, sump – basically all bar head)
Set of bolt on hubs
Correct S2 tail lights
Original and working pop up headlights
Original airbox
Original donuts and driveshafts
Great fun car to drive, quick and light and plenty of go. Never raced but could be.

Car is in Sydney but happy to assist in shipping if interstate or overseas.

$60,000 firm

Call Gordon on 0438 467 366





For Sale

1971 Lotus Elan +2

Body off restoration but needs finishing

Known History

Price Negotiable

Don Mace 02 6554 0907

