JULY 2021



Chunky's Chatter

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



Inside this issue

- Photos from the last HSRCA Meeting (Thanks to Seth Reinhardt).
- Team Lotus first win (and its not what you think!).
- Lots of news from Lotus UK.

Club Lotus Australia
July 2021

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 . The Lotus Elite Type 14 which John Frayling was responsible for its timeless design.

NSW General get-togethers This month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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Presidents Prattle
With Ashton Roskill



Happy new financial year, and apologies for the delay getting this to you - thank the Chancellor of the Exchequer (or whatever his title is) for creating a storm in a teacup in the middle of the year. If it was a carding occasion, you could be forgiven for blaming Hallmark....

Anyway, June was predictably busy. And, here in NSW anyway cold. And lately locked-down. Which is a bit boring.

But before lockdown, there was a fair bit going on, much of it quite exciting (and some of it a bit too exciting)

Lots of social stuff (including the Battle of Waterloo in Canberra - strange goings-on), a fair bit of motorsport, and (probably driven by the recent rush of blood to the head around historic, classic and collectable motor cars and their corresponding pricing), lots of sales activity.

So if you haven't had a look at the website recently, now's a good time. We've recently helped members and friends sell several project cars, and currently (at time of writing) have a very unusual and tidy Esprit up there and a project Europa.

And tonight (6th June - yes, I am THAT late writing this) is the official unveiling of the new Lotus model, the Emira, the final ICE model before Lotus goes hybrid/fully electric. If you haven't got your name on the waiting list for the last of the Elise and Exige production, I suspect you may be too late. If you have, well done. And if you've got one already, hold on to it.

In the hope that this latest flurry of lockdowns is a blip to solve the Delta issue, we are still planning on having our run around NSW in early September, however if this goes on much longer, we may have to reschedule. So keep an eye on the website and your emails for updates.

Unfortunately the change of situation has led to the cancellation or delay of a number of events so please check the calendar regularly for the latest, and we will do our best to keep it updated.

The next LOTD, which was slated for this weekend (10th July) has been pushed out to Tuesday 20th.

Currently the MG Car Club of Newcastle are still planning on running their CSCA event at Pheasant's Nest and we'll keep you informed if that has to change.

And the Perth to Sydney rally I was looking forward to competing in this October/November has been pushed out a year. Oh well, at least it gives me time to get Gidget prepared and shaken down!

So in summary, if you are in NSW don't plan to go anywhere for the immediate future, elsewhere normal proceedings can continue, and we'll carry on planning for as much as we can get away with.

Stay warm, safe, and mostly on the blackstuff (I could learn from that)

Pip pip

Ashton

From the Editor

Tom Devitt



I hate to be the bearer of sad news, but we have recently lost 2 long time members of the club, who, in my thinking, went before their time was up.

Every amateur club exits mostly due to a small core of enthusiastic members. They may be car enthusiasts or simply enjoy the company of like people but by and large, they are the reason that the club remains strong. Phil Rose was one of those people. Through the 70's, 80's and 90's, Phil was a incredibly active member of the club. In those days, club motorsport was its infancy and places like Silverdale hill climb and Amaroo hill climb were the locations for the beginning of the club motorsport movement. Phil regularly successfully competed these events in his very neat Elan as well as joining us at the various social activities of the day. Always earnest for a chat and quick to smile, he was one of those people who you seem to remember forever. Phil passed away recently in the Sothern Highlands where he had retired to some years ago.

Last week we also lost Alastair Browne. Alastair was an active member of the club for many years and Marc Schagen has written a very moving VALE which can be found inside. Marc sums his personality excellently and all of us who knew him will be a little poorer for no longer seeing his smiling face, to say nothing of his silly hats.

On the larger stage the world of motorsport and Lotus in particular, also lost another 2 stalwarts, John Frayling, a designer who was responsible for much of the beauty in the looks of the type 14 Lotus Elite and other Lotuses passed away last month as did motoring author Mike Lawrence. Several of Mike's books are the go-to place if you need to know about a typical make of racing car. He was a close acquaintance of Colin Chapman and his unofficial biography "Colin Chapman – Wayward Genius" is a must refer-to if you need the other side of the story!

And never one to close on a happy note, CLA member Jim Smith (who was part of Jim Clarks Indianapolis team) reported recently he tried to get in touch with Alan Moffat who was also a part of the team. Jim reports "I came across Allan Moffat's phone number a week or so ago & I gave it a ring, no answer!!! Yesterday I got a ring from a guy, who turned out to be Allan's friend/minder!! I told him my name & he asked Allan did he know Jim Smith, NO!! I then asked him if he had a photo of Allan at Indy, he said yes there is one on the wall here, he showed me to Allan & just an OH!! So he has no memory remaining!! A shame!! He is a year or so younger than me!!"

Well that's if for this month, I'll stop now before I go and slash my wrists!!
Tom



The Indy Lotus team Alan Moffatt 2nd from Rt and Jim far left

LOTUS PHOTOS: KOKODA FOR TYRE KICK AND COFFEE JUNE

THANKS TO EVAN JONES FOR THE PHOTO



'Team Lotus' has its first win this month 67 years ago



Team Lotus first team win was at the International Sports Car race as the prelude to the 1954 British Grand Prix at Silverstone on the 17th July of that year.

The race had 5 Lotuses in the 1100 to 1500 cc class, 3 Mk VIII driven by Chapman, Margulies and Coombes as well as 2 Mk VI driven by Gammon and Anthony, however the car to beat on the day was a mid engined Porsche 550 Spyder with a 4 cylinder DOHC running number 33, It was due to be driven by Stirling Moss but he was replaced by German ace Hans Herrmann at the last minute.

It was a Le Mans type start with Gammon leading, Coombs, Chapman and Herrmann in 9th place. By lap 4 Chapman was in the lead and never to be passed. The race finished, won by Colin with Gammon second followed by a very frustrated Hans Herrmann with Anthony in 9th place.



Presenting the Team Award, the Hon . Max Attken with Colin Chapman, Michael Anthony and Peter Gammon

Rumor has it that after the race Herrmann approached Gammon

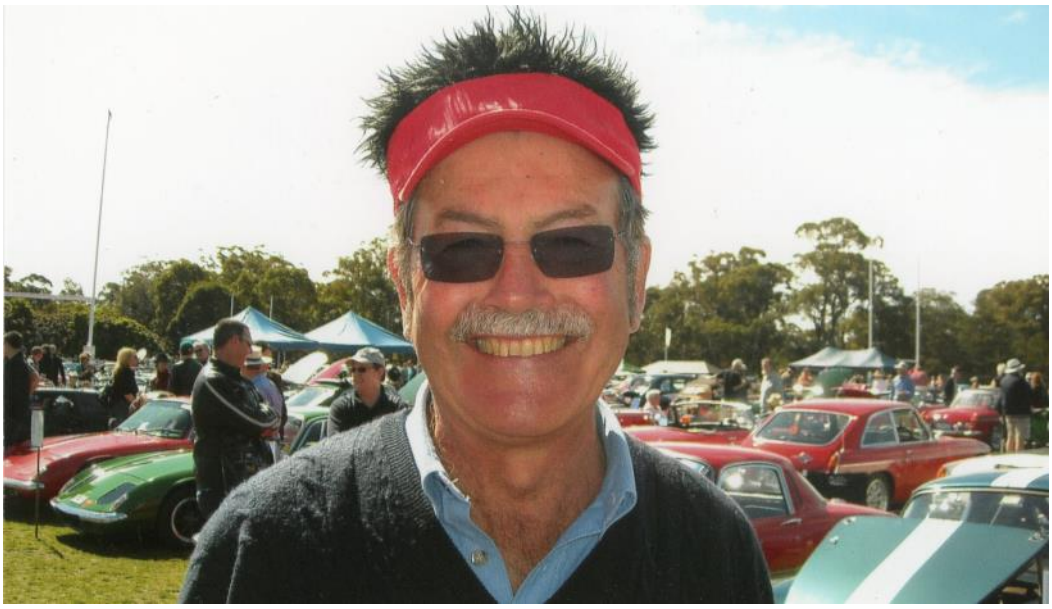
"Vot engine have you got in that car?!!"

To which Peter has supposedly replied,

"Why, a Morris Ten old boy!!"

Tom

VALE
Alastair Browne.
By Marc Schagen
Photos with thanks to Marc Schagen and Gino Valdez



Sad news was the passing of Alastair Browne on 4th July, 2021 after a long illness.
Alastair was a long-time member of Club Lotus Australia and also the CVVTMC representative on behalf of our club. He performed this task for many years and did a great job with it. I know that at the time, it was a job that was difficult to fill, but he enjoyed it. He had a very wide interest in cars and owned a great number of them.
He had three Elan Plus 2's as well as two Excels, an Elise and an Esprit. His tastes were wide and varied.
When he joined the club, his daily driver was a Marlin Berlinetta which was an obscure thing loosely resembling an MGTC. He took me for a ride in it once and I'm glad he liked it, but it was not for me. It was raining that night and the water came in everywhere. He had the Marlin for years and he sold it with huge mileage.
He also owned a couple of Renault 16's, a Singer, an XD Ford Falcon Ghia and a Marcos GT which he loved.
Don't forget the white Toyota Supra complete with fluffy dice. There were others which I cannot recall.
An ex pat Englishman, he was a very learned man and a keen letter writer with strong conservative views.



With Melanie Valdez in Tasmania a few years ago, and another one of his silly hats

His jottings were often seen in column 8 in the Sydney Morning Herald, and he was well known to the newspapers. He once gave me his business card and I remember it stated that he was a "likeable Rogue". Funny, but probably a good representation of his character. He was jovial and larger than life. If Alastair was there, everybody knew it.
He was very senior in the Commonwealth Bank when I first met him and when he retired from that job, he went back and consulted with them in the security department.
I often used to talk to him on the phone and he was always good humored and happy to talk, although I

did not speak to him much recently. He had fought cancer before but sadly he did not beat it this time.
I know he became heavily involved in the Pittwater Motor Enthusiasts Association in recent times and was in fact their President for five years. I believe they helped him greatly in clearing out his house and making repairs in preparation for sale when he moved into the War Veteran's home in Collaroy Plateau on the Northern Beaches.
His last few years were taken up raising his grandson, Cooper due to various family problems. Cooper, now aged eleven lives with Alastair's niece in Queensland and is doing well.
I remember the last time I spoke to him, he was really pleased that he had been placed there and I believe Alastair was content that his and Micki's work was done. Micki(Michaela), his wife remains in the same village and sadly suffers from advanced dementia.
Mate, you will be sadly missed, as will your array of silly hats!





The Pittwater Motor Enthusiast Association posted a YouTube video which can be viewed if you search for Alastair Browne memories through their club site.
He is survived by Micki and his son, Cameron and of course Cooper, his grandson.
I believe there is no funeral (probably due to covid) but there should be a memorial service in the near future.
Marc.

Lotus MD Matt Windle drives the Lotus Evija



The proverb 'the proof of the pudding is in the eating' dates back to the 14th century. The Lotus equivalent – and from the 21st year of the 21st century – is that you can only know how good a new car is when the boss of the company, himself a highly experienced automotive engineer, gets behind the wheel on the iconic Hethel test track.

As the Evija hypercar programme approaches the final straight before entering production, the project development team invited Matt Windle, Managing Director of Lotus Cars, to one of their dynamic validation sessions.

Gavan Kershaw, Director of Product Attributes and Lotus' legendary chief test driver, gave Matt an update before his drive. Gavan said: "We're now 80% through the development programme, and the last 20% is where the magic happens. Refining attributes like ride, handling, steering feel and, ultimately, full power. It's an amazing machine at 80%, at 100% it is going to be truly mind-blowing."

After several laps of the 2.2-mile circuit, a fixture of the Hethel landscape since Lotus moved to the site in 1966, Matt was delighted with the way the all-electric hypercar performed. He commented: "The thrill of immediate torque, coupled with a lively rear axle and recognisable Lotus agility, makes Evija an unbelievable package already, and that's just a prototype. We are still some months from entering series production, but already this car has that unmistakable Lotus 'feel'. Unquestionably a unique and extreme hypercar, but still, somehow, a Lotus. I'm so excited and extremely proud of what the team has achieved."



Louis Kerr, Chief Platform Engineer, added: "We're lucky in that we have our very own test track, FIA



compliant, literally 50 yards from the all-new Evija assembly hall. I'm not sure many other manufacturers in the world can say that. Already the Evija is the fastest road car around the Hethel track, and some legendary cars and drivers have been setting records around here for many years. We're already going quicker than expected, and in addition we're looking to exceed the targets we've set ourselves on the project in terms of power and torque capacities to absolutely maximise the performance envelope of the car."

The Evija has been designed and engineered by Lotus without any constraints, and the team has pushed the boundaries of technology and materials at every opportunity. The car has been developed with the best technical partners and the latest technology, some of which is only currently available on a Formula One car. In addition, it has the most power-dense electric powertrain of any car.

James Hazlehurst, Lead Vehicle Dynamics Engineer, added: "As we enter the final straight of the development programme and start to unleash full power and torque, we are fast-completing the base vehicle dynamics and turning on the active systems one by one – torque vectoring, active aero, traction control and so on – to confirm everything behaves and works together as expected."

Concluding the validation session, Gavan Kershaw said: "The Evija is an absolutely phenomenal drive. It has Formula One accelerations but in a closed cockpit, so it's like a little Group C racer but with the torque and instant delivery of all the power, all the torque and the very latest toolbox of electronic aids. You genuinely start to believe you can defy physics – it fires you around corners like a catapult."

Lotus PLC

Seth Reinhardt sends some shots from the last HSRCA Meeting at SMSP



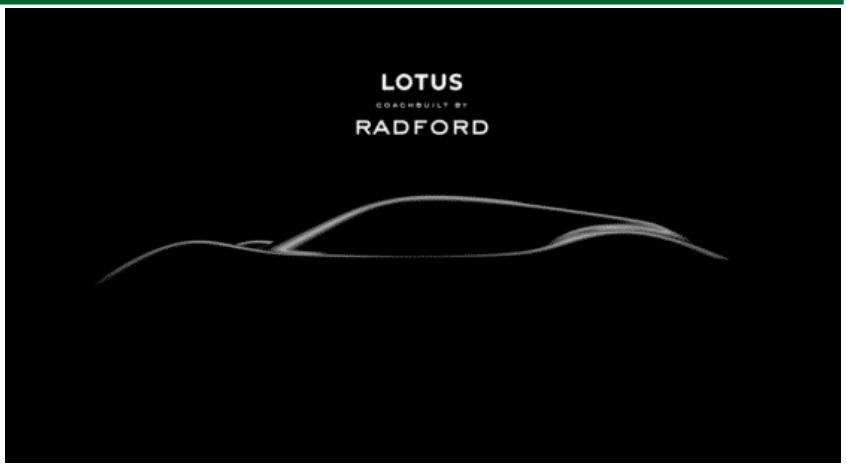








Lotus aid Jenson Buttons Radford to engineer new car based on Lotus tech



The first Radford car will be based on Lotus technology, following a partnership announced with the legendary British sports car manufacturer's consultancy arm – Lotus Engineering. Already in advanced development, the new bespoke Radford model will be fully revealed later this year.

Radford partners with legendary British sports car manufacturer – both companies were founded the same year, 1948

The first Radford car will be based on Lotus technology

Radford recently revitalised by leading designer Mark Stubbs, broadcaster and motor specialist Ant Anstead, former FIA Formula One™ World Champion, Jenson Button and leading business adviser and lawyer Roger Behle

Radford is a global luxury automotive brand, with a British heart and soul

The new partnership provides Radford use of Lotus technology, which will be the starting point from which the coachbuilder will craft a new bespoke limited-edition Radford model.

Lotus is a manufacturer of the finest British sports cars, famed for being lightweight, analogue and agile. Founded in 1948 by engineer Colin Chapman, the brand's mantra to 'simplify and add lightness' has created some of the purest drivers' cars ever created.

Mark Stubbs "Our first car will be totally new and something very special, it will be a Radford, through and through. And that means it will be unique – the body will be sleek and elegant, the interior will be cosseting and luxurious, and the drive will be out of this world. Everything about it will be totally bespoke to Radford."

Ant Anstead "The opportunity to partner with one of the all-time great sports car brands is exciting. It's an honour to be working with Lotus. Our first Radford model is going to be something very special and very surprising, reminiscent of the opulent coachbuilt Radford models of the past. We are proud of the British heritage of both of these companies, and I cannot think of a better partnership to bring back Radford with. I already can't wait to share the next."

Jenson Button "We're already hard at work developing this car and the driving experience will be different and very special. It's going to be truly analogue and thoroughly engaging, but with all the refinements that you would expect from a Radford. It will drive like nothing else. There is a purity to driving that is lost in many cars of today. I will ensure we create a driver's car, a trait that is embedded within the DNA of all Lotus cars."

Matt Windle, Managing Director, Lotus Cars, said: "This is a hugely exciting project for us. It is an Engineering partnership at its heart, but one without the usual constraints of working with a large corporate group. And of course, Ant, Jenson, Mark and Roger are a dream team to work with. A limited run of the most special of coachbuilt vehicles is engineering nirvana as it allows us to break free of the usual parameters of a more conventional project. Lotus Engineering has a long history of such special collaborations and I'm sure this one will be recognised as among the most unique and fantastic."

The iconic Radford brand is now owned and run by leading car designer Mark Stubbs, TV presenter and car builder Ant Anstead, former FIA Formula One™ World Champion, Jenson Button, and leading business adviser and lawyer Roger Behle. Radford will create contemporary luxury commissions true to classic timeless designs, bringing a modern and relevant version of coachbuilding, to a new discerning clientele.

Full details of the first Radford car will be revealed later in 2021, and Radford will soon begin taking deposits on vehicles. The process will be confirmed very soon.

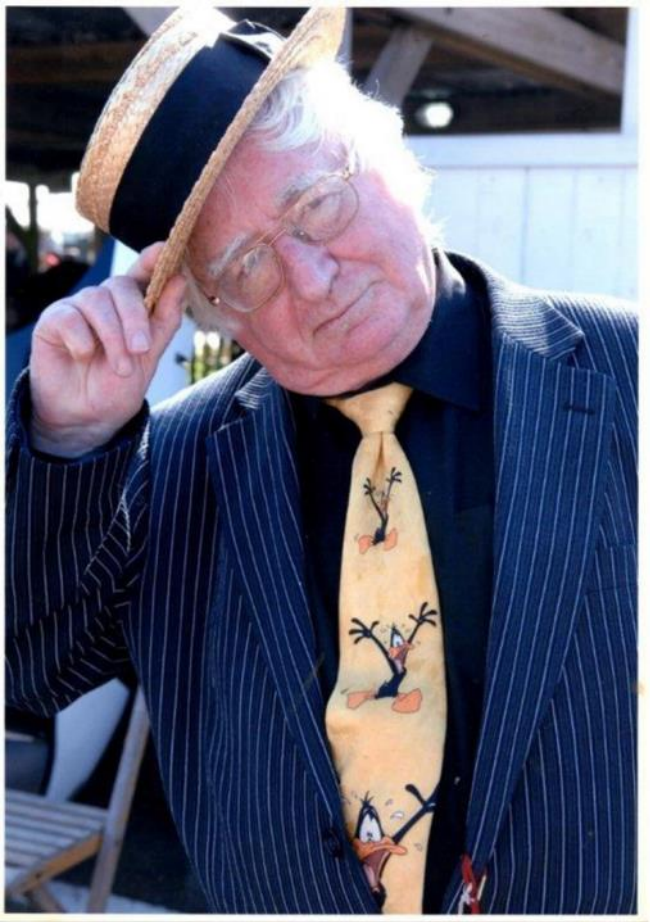
Lotus PLC

Motorsport loses one its great journalists, Dr Mike Lawrence

Towards the end of last year one of the great modern motoring authors passed away. Mike Lawrence, or to be more correct Dr Mike Lawrence (He got his PhD in Shakspearian literature research).

Mike is best known in Lotus circles for his biography of Colin Chapman "Colin Chapman, wayward genius". I must admit that my copy is frequently referred to!

Mike , as well as the writer of several books on Racing cars and racing car constructors was for many tears a contributor to the excellent Vintage Racecar car magazine, a writer of a column called the *Last Lap* which funnily enough was the last page in the magazine. I was a subscriber to this American magazine for many years and I freely admit it was to Mike's column that I turned first. Casey Annis, the editor of the magazine recalls "Mike contributed his first "Last Lap" monthly column in our June 2000 issue of *Vintage Racecar*, and I have to say we hit it off right from the very beginning. Over the years, Mike and I developed a rapport that included a pun-filled form of "verbal jousting" that was immensely satisfying. It was like playing chess with Gary Kasparov, you knew you were the underdog, but when you landed a solid blow, you really felt a sense of accomplishment! Mike's writing, whether it was for us or any number of his myriad books, was always erudite and academic, yet slightly cynical with a dry wit.



Mike was known for his battered straw Hat and his selection of Daffy Duck ties

After a year or two of corresponding only by email, we finally got to meet in person, when I ventured to the UK for one of the first Goodwood Revivals. Since Mike lived right there in Chichester, we spent the better part of the weekend together. Undoubtedly, one of my all-time favorite memories—of anything I've done in the past 22-plus years in conjunction with this magazine—was a dinner I shared with Mike that weekend. For some reason, the conversation turned early on to all the behind the scenes stories in Formula One that few if anyone has ever heard about. For the next several hours, Mike regaled me with outlandish and sometimes salacious tale after tale—the Formula One drivers sleeping with owners' wives, the team's smuggling drugs and diamonds across Europe in the fuel cells of their racecars and the team principal who was attacked by two thugs with a cricket bat in an alley, coincidentally after having a change of heart on a business deal. At some point in time I told Mike, "Jesus, you've got enough here for a best seller, let's publish the book!" Mike agreed and thought it should be titled, "Grand Prix Babylon."

I returned to California and immediately started to press Mike on the book. However, after a period of hemming and hawing he finally admitted that he had gotten cold feet. Mike confessed, "A lot of these people are still alive. We probably shouldn't publish this until after they're gone…besides I don't want to be the next in

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The International Authority on Classic, Historic and Vintage Racecars and Roadcars



line for the cricket bat!" Sadly, Mike was not able to outlive the statute of limitations on some of the most "choice" stories.
Last year, Mike told me he was going to have to take a break from his column so he could undergo treatment for Lymphoma. While he was often too sick to write even an email, I was able to keep in contact through his son Mark."

Other books by Mike Lawrence include the ***Ron Tauranac story, Brabham, Ralt ,Honda, The Story of March, Four guys and a telephone*** and ***Cooper*** (the story of the Cooper car company)

One thing however annoys me slightly, In the early days of his column to Vintage Racecar he told how he got on the turps with Colin Chapman one night and Colin revealed the reason behind to name LOTUS. Apparently, it was a bit salacious, so Mike decided that he would wait until Hazel had passed away before revealing the source of the name to the world at large. Sadly this is never going to happen
Tom

Co designer of the Lotus Elite (Type 14) John Frayling passed away recently



Some very sad news recently with the passing of John Frayling on Wednesday 19 May 2021.

John was one of the very early employees of Lotus and he along with Peter Kirwan-Taylor and aerodynamicist, Frank Costin were responsible for the curvaceous body style of the first Lotus Elite (the type 14) The car used the Climax engine, and the Mk 12 front suspension. Kirwin-Taylor later recalled "We knew what sort of weight distribution, tyre size, bump/rebound and overall size dimensions we could work with, so we drew them in, and added a human being. It took several months of fiddling to get everything where it ought to be. We were determined to keep the frontal area to a minimum, so the Elite was designed to fit very tautly around the critical parts. The wheelbase changed several times for mechanical reasons. We were very keen on aerodynamics " The team spent a lot of time with Frank Costin, who came in about 60 percent of the way through the project. "We aimed to have no unnecessary protuberances, and we tried to have all radii starting small and opening as they went back. We ducted the radiator - lifted the design straight off one of the racing Lotus'……..We were very lucky in getting John Frayling. He had worked for Ford styling, but I don't consider him a stylist. He's a sculptor. Everything he did on the Elite was perfect"

Years later in 1967 the Lotus company was just standing still, and in fact was tantamount to going backwards. So Chapman decided the solution was having a car in the top end of the performance car market. Accordingly, a specification for a four-seat executive sports car that could hit 125 mph, reach 60mph from rest in under 10 seconds and tip the scales at under 1900 pounds was drawn up late that year.

The man initially tasked with drawing the car that would meet that specification was John Frayling, his talent as a stylist has already been proved. Frayling duly turned in a design proposal, the front end of which bore a close familial relationship to the Elan, but Lotus took the decision to start the project afresh with a different stylist, ex-Jaguar man Oliver Winterbottom.

Previously John was working for Eric Broadley where he was commissioned to design a low drag body for the new Lola Mk VII GT. The car was not particularly successful but when fitted with a Ford V8 became the foundation for the Ford GT40. Frayling stayed with Lola and designed the Lola T70 MkI in 1964.



Back at Lotus, Ron Hickman had done a design for Ford that became the beginnings of the Lotus Europa. Hickman's design was however considered to complicated so John Frayling was pressed into service to design the final body, Later Frayling and Paul Haussauer came up with a car to replace the Europa but Colin Chapman rejected it so John Frayling again left Lotus and helped form a small car company, the Clan Crusader. Whilst initially a roaring success, the UK miners strike, VAT , the oil crisis and the 3 day week saw the end of a great little car. Tom

Lotus reveal name of new sports car The Lotus Emira

Lotus has confirmed the name of its eagerly anticipated all-new sports car will be EMIRA.

Emira means 'commander' or 'leader' – highly appropriate for this new Lotus sports car
Name had been 'hidden in plain sight' in social media teaser film in recent days
All-new Lotus design language inspired by the Evija all-electric hypercar
World debut of Lotus Emira on Tuesday 6 July

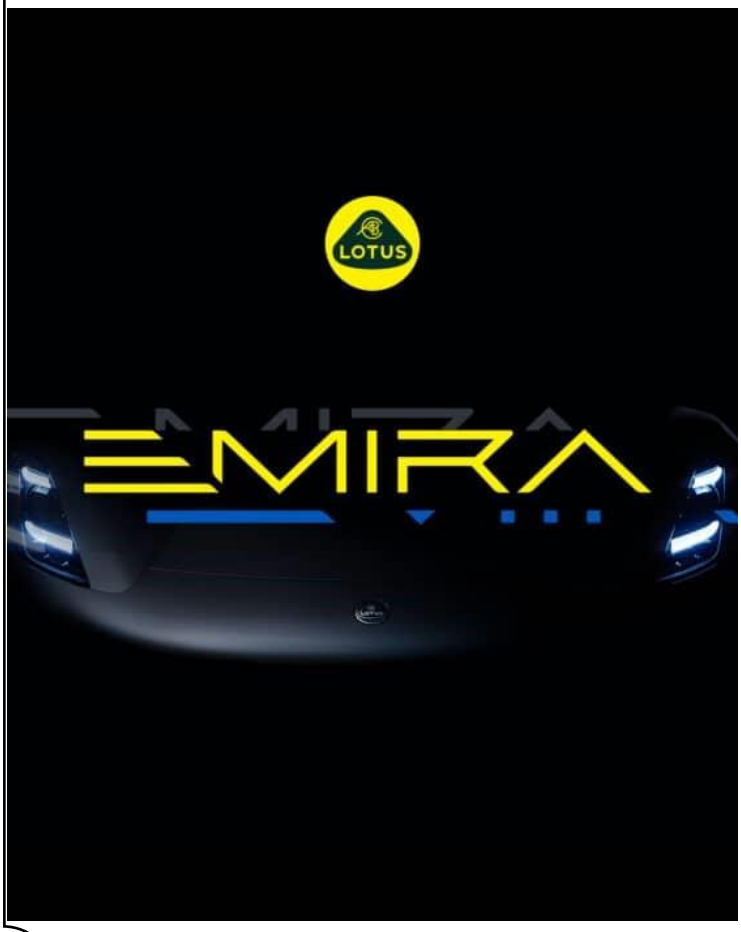
The news was confirmed during the *Driving Tomorrow* global digital conference broadcast. To date it has been known only by its codename, the Lotus Type 131.

The name had been teased by Lotus in a film on social media in recent days. It was 'hidden in plain sight' as part of a pattern of dots and dashes designed into the central line on a road. Those with knowledge of Morse Code could have spotted that it spelled Emira. Today, 27 April, is the anniversary of the birthday of Samuel Morse, inventor of Morse Code.

Pronounced 'E-meer-a', the word features in numerous ancient languages and often translates as 'commander' or 'leader'. It's highly appropriate as this is the exciting new sports car leading Lotus on a journey to a thrilling new future.

The Emira will be unveiled on Tuesday 6 July at Hethel, Norfolk – where the Emira will be built – and will make its public dynamic debut at the Goodwood Festival of Speed on 8-11 July.

Lotus has also confirmed that, contrary to media speculation, the car will not be a hybrid. The Emira will be powered by a choice of internal combustion engines – the last time Lotus will launch an ICE car – with an exciting new powertrain partnership. The additional powertrain option will be new to Lotus, highly efficient, use cutting edge technology and be tuned to help deliver that distinctive Lotus experience.



With a distinctive new sports car design influenced by the Lotus Evija hypercar, Emira marks the acceleration of the brand's product-led offensive into a new era of contemporary design, highly efficient powertrains, and everyday usability coupled with explosive performance.

Speaking about the Emira, Matt Windle said: "It's the most accomplished Lotus for generations – the perfectly packaged, powered and formed sports car. Beautifully proportioned, shrink-wrapped, but with comfort, technology and ergonomics built in. With a design inspired by the Evija all-electric hypercar, it's a game-changing Lotus sports car."

More details on the Lotus Emira will follow in July when the car is revealed.

Lotus PLC

It doesn't always have to be about Lotus does it?

Tonia Bern-Campbell, Widow of Donald Campbell passed away recently

Tonia Bern-Campbell, widow of British water and land Speed Record holder Donald Campbell passed away peacefully at her home in Palm Springs, California, recently aged 93.
Bern-Campbell was an excellent singer and actress. She secured her first stage part in Paris at the age of 16, and then went on to star in performances at world famous venues such as Carnegie Hall, The Savoy in London, Monte Carlo and Las Vegas.
Maurice Chevalier was a relation and family friend of Tonia's, and he encouraged her to enter a talent contest as a teenager. This was where Tonia's ability for singing was revealed after winning the competition and sufficiently impressing composer-singer and contest judge Jacques Brel for him to coach her. During her 20s, Tonia performed on stages around the world, winning the Passerella d'Oro award for best musical stage performance in the process. She also made an appearance on the Jack Benny TV show alongside Chevalier during that time.



Tonia with husband Donald Campbell

When Tonia was 31, she met Donald Campbell while performing at The Savoy in December, 1958. The couple had a whirlwind romance, marrying just days later at Caxton Hall in Westminster, a popular venue location for celebrities who wanted a civil marriage.
After her marriage, Tonia put her singing career on hold and supported Donald in many of his famous record attempts, most notably in 1964 when Campbell took both the Land and Water Speed Records in Australia. She soon became an established member of the Bluebird team and was affectionately known as 'Fred'.
Tragically, Donald Campbell was killed in an accident while piloting the Bluebird K7 hydroplane at Coniston Water in 1967 while trying to achieve a new Water Speed Record. It was thought that Campbell commence ids second run too soon and the waters if the lake in the Lakes district of England had nor calmed sufficiently in time for his second run.
Tonia described Donald as the love of her life and her soulmate, even if their relationship was somewhat turbulent at times. As a testament to this, she wished for her ashes to be scattered over Coniston Water so she can be reunited with her husband, who now rests beside the lake.
Donald broke eight absolute world speed records on water and on land in the 1950s and 1960s. He remains the only person to set both world land and water speed records in the same year On 23 November 1964, Donald Campbell achieved the Australian water speed record of 216 miles per hour (348 km/h) on Lake Bonney Riverland in South Australia, although he was unable to smash the world record on that attempt
The world unlimited water speed record is the officially recognised fastest speed achieved by a water-borne vehicle. The current record is 511 km/h (318 mph), achieved by Australian Ken Warby in the *Spirit of Australia* in 1978. This vessel is currently on permanent display at the Australian National Maritime Museum in Pyrmont Sydney.

Tom

Lotus Evija honoured in BBC Top Gear Electric Awards



The Lotus Evija has been named as 'The One to Watch' in *Top Gear's* second ever Electric Awards.

The all-electric hypercar was recently tested by *Top Gear* magazine editor Jack Rix on the test track at Lotus HQ in Hethel, Norfolk, and his article is published over eight pages in the May issue.

Rix calls the Evija not just a halo car for Lotus – "a sign-post for the future of the company" – but labels it "a flagbearer for really fast electric vehicles as a whole".

The Evija, which will go into production later this year, is the world's most powerful car. It has an output of more than 2,000 PS from its all-electric, all-wheel drive powertrain. Rix notes it can accelerate from 124mph to 186mph (200 km/h to 300 km/h) in just three seconds, half the time it takes a Bugatti Chiron to do the same.

Rix was driving an Evija prototype restricted to 1,600 PS. "It's light on its feet, playful with the instant mash of acceleration even a naturally aspirated engine could only fantasise about." He's also full of praise for the work of the project development team, saying the core Lotus DNA is obvious right from the first corner. "The steering is superb, light and darty around the dead-ahead, then loading up according to wheel angle and speed." He concludes that "Lotus is on the brink of something special."

Matt Windle, Managing Director, Lotus Cars, said: "Of all the EVs in development around the world, it's an honour to be recognised by the *Top Gear* team as 'The One to Watch'. Validation work on the car continues apace, and we resumed our world tour with the car last month. We look forward to showing it to more people in the physical world in the coming weeks."



Lotus PLC

On Sunday 15 August the Council of Motor Clubs is holding its annual Shannons Sydney Classic. CLA have nine spaces available to those who would like to show their Lotus.

You must arrive before 9am and be willing to stay until 3pm – with over 2000 cars to look at as well as merchant stands this should not be difficult...

If you are interested please email Evan Jones at evanj@optusnet.com.au with your full name and address, phone number and vehicle details and he will send you your ticket/pass.





Completed on a very wet weekend

Answer to last months "Now who Said That?"



Last months quote was

"My parents, Oswald and Diana were imprisoned shortly after my birth ....under a wartime regulation that allowed the government to lock anyone up with out the need for a trial."

The correct answer was Max Mosley and the winner was Evan Jones closely followed by Bob Hunter , Alan Pate, and Bill Mair



'News of the World' front page that they came to regret when they lost a massive cort case

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 is

'Peter Brock had been a dominant force in Australian saloon racing, as driver and team owner. He became known as "Peter Perfect" and then got caught up with the ideas of the psychiatrist, Wilhelm Reich. Reich proposed that during sexual orgasm, a beneficial energy Reich called "organe" was released. Organe could be produced with a simple black box and it would harmonize everything around it. Brock bought into this nonsense and even insisted that Holden fit organe producers to showroom cars that carried his signature. There was a parting of the ways."

Remember the person quoted is mentioned in this issue of Chunky's Chatter.

And to make it a bit easier, he is a recently departed motoring journalist and author

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
	Saturday, July 10, 2021	LOTD Warefirld		
Jul-21	Sunday, July 11, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Tuesday, July 13, 2021	Shed Tour (Details TBA)	6.00pm	TBA
	Saturday, July 17, 2021	CSCA Round 4 MGCC Newcastle	8.00am	Pheasants Wood
	Sunday, July 18, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, August 8, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Tuesday, August 10, 2021	Shed Tour (Details TBA)	6.00pm	TBA
Aug-21	Saturday, August 14, 2021	CSCA Round 5 MOCA	8.00am	SMP Gardner
	Sunday, August 15, 2021	Shannons Autofest	8.00am	SMP
	Sunday, August 15, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, August 28, 2021	Sat 7 Sun HSRCA Spring Festival	8.00am	Wakefield Park
Sep-21	Friday, September 3, 2021	Lotus Breakout weekend	8.00am	Bathurst (Tentative)
	Saturday, September 4, 2021	Lotus Breakout weekend	8.00am	Tamworth (Tentative)
	Sunday, September 5, 2021	Lotus Breakout weekend	8.00am	Singleton (Tentative)
	Sunday, September 12, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, September 18, 2021	CSCA Round 6 TSOA	8.00am	Wakefied Park
	Sunday, September 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-21	Sunday, October 10, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, October 16, 2021	Lunch NSW Rail Museum Thirlmere	11.30am	Steam train ride followed by lunch
	Sunday, October 17, 2021	All British at Kings	9.00am	The Kings School Parramatta
	Sunday, October 17, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, October 31, 2021	CSCA Round7 JDCofA	8.00am	SMP North
Nov-21	Sunday, November 14, 2021	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, November 14, 2021	Marques in the park (Canberra)	8300am	Belconnan (Canberra)
	Sunday, November 21, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, November 27, 2021	Sat & Sun HSRCA Summer Festivl	8.00am	SMP
Dec-21	Sunday, December 12, 2021	CLA Christmas Party	12.00 Midday	TBA
	Sunday, December 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes

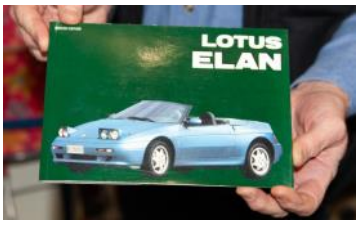
For Sale

Lotus Elan M100 (Series 1)



British Racing Green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.
Car has full tool kit as issued with vehicle.
Vehicle serviced in August during COVID-19 lockdown
Odometer shows 135,967 Km. Ten months Victorian registration. A Lotus Elan book is included in the package.
Asking price $17,000 negotiable.
Location: Eastern suburbs Melbourne.
Please contact Peter Hill 0411 111 439 for more details or to express interest







For Sale

2016 Exige Sport 350 for sale



One year with my Exige Sport 350 and it's been a blast! I set myself some pretty lofty goals and the little yellow rocket helped me smash them all. The charge-cooled TVS1900 has performed flawlessly (no stalling) and the trackside support from Simply Sports Cars has been astonishing.

The car heads into 2020 in a very sweet state of tune (1:42 at SMP on 200tw street tyres anyone?) however I feel that further modifications would compromise the daily drivability. After much painful deliberation, I've decided the car needs to find a new home while I go hack away at something cheaper.

3-year service has been completed at SSC who also took care of all the big upgrades below. For anyone looking to get into a big power V6 with suspension and aero upgrades to match, this car represents awesome value at an asking price of $128,800. Low mileage of approx. 17,600km.

The car is listed on Aussie Elise's as well as Carsales. If you'd like to get in touch with Jonathan, email Seth at seth@clublotus.com.au

Charge-cooled TVS1900 supercharger upgrade
Nitron 3-way 46mm race suspension, with SSC-modified steering arms for up to ~3 degrees negative front camber (OEM suspension included)
Forged OEM wheels (6.7kg front, 9.07kg rear) with Yokohama AD08R tyres (215/40R17 + 285/30R18)
Half-worn Bridgestone RE71R tyres in the same sizes
Carbon fibre hardtop (5.9kg)
Carbon fibre Exige Cup 380 rear wing (adjustable)
60L baffled fuel tank
SSC harness bar with 2x Schroth 4-point ASM harnesses (exp 2022)
Antigravity ATX30 lithium battery (2.6kg; OEM 17kg lead acid battery included)
Exige 380 front canards
Alias23 track splitter (not pictured), splitter reinforcement plates, extended side sills
Club sprint time attack splitter (made by yours truly)
Steering wheel retrimmed in genuine cow suede (by Leather FX)
Ferodo DS3000 front brake pad upgrade (DS2500 at the rear)
Magical Racing carbon fibre mirrors (not pictured; OEM mirrors included)
Solargard Ceramic Vortex 35 window tint
Reverse camera / mirror kit
Street Guardian SGGCX2 dashcam
InoKinetic dbwpedals
CAMS-compliant fire extinguisher and tow hooks





For Sale

Tony Thompson big bore stainless steel muffler to suit Elan Sprint and S4. Used but in excellent condition.

Inlet ID 50mm outlet OD 50mm. $250. Check out:

https://www.tonythompsonracing.co.uk/parts/models/elan-s4/fast-road-up-to-165-b-h-p-ttrex-007-silencer-s4-and-sprint-large-bore/

Please contact Richard Carter 0409993606



Wanted

Lotus Elise S1/S2 OEM Seats

I'm looking to purchase original front bucket seats (or worst case just a drivers seat) from a Lotus Elise for a car project that I'm building. They can be used/damaged condition but must be original as I am having the car engineered and need to have expensive ADR compliance testing.

Warwick Black

0473578822

Lotus 7 Seven for free

I have a set of seats for a 1962 Lotus Seven S2, black with white piping, used but in good condition. Free to a good home, new owner to collect from Killara, NSW. Please drop me an email bob.mccluskey@bigpond.com





For Sale

Historic Lotus open wheeler Type 61

Historic Lotus open wheeler Type 61, fully and carefully restored from the ground up with no expense spared.

Suzi and Rob are selling their historic Lotus 61
Chassis professionally rebuilt and trued, with fresh coolant tubes inserted Hewland gearbox, professionally rebuilt $7,000 alone for the gearbox). Engine, drive train, electricals, suspension all completely rebuilt to as new or better than new standard. Body work redone and repainted by Australia's leading painter Danny Makdessi in Gold Leaf team colours. This is one of only around 200 built and comes as no doubt the best one available anywhere in the world.
Ready in as new condition for the next custodian of this highly desirable and collectable racing Lotus. $58,000 vehicle is located in Sydney. , Trailer separately available if required

Contact Suzi on .0400 383 069









For Sale

PARTS AND WHEELS

Wanted

A front windscreen in good nick for my Europa. They used the same screen in all Europa models, so I am hoping there might be one for sale somewhere not too far away.

Contact me at 0409 914455 Alan Pate

This set of four alloy wheels is from the Banks Europa 62s and would suit a vintage or track Lotus or similar car.
This is a set of four alloy wheels for a vintage or track lotus, or similar car. They're an unknown make, model and material, but feature two-piece construction.
The fronts are 14 X 8 with a 5″ offset. The rears are 14 X 10 with a 4.5″ offset. 4″ stud pattern. Please see photos to check the measurements yourself.
One wheel has some cracking around the bolt holes in the dish. All have some degree of dings or bends. They will require some refurbishment but will make beautiful and light period pieces on any number of historic sports cars.
Pick up only, Eastern Suburbs. Open to offers starting from $150 per wheel.
on 0412 127 388
Dario



FREE TO A GOOD HOME WITH A BIT OF GRATEFUL THANKS

Keith Edwards has decided to retire from motorsport and would like to hand his race gear on.
It ,..maybe to a new member or family member taking up the sport.
Race suit is 2000 RPM model XL in good shape,
Boots are new size 46.
Helmet meets current Standards size 60.
flame proof under garments etc.
Not after money ,but some nice wine could persuade him to part with them.
If interested, please contact Keith on 0417286976

For Sale

Lotus Elan Sprint parts

- - Fully refurbished three-core copper radiator including thermo switch side brackets and fan mounting brackets $375
- Left and right rear A frames, sandblasted and primed (old bushes still in) $200
- Standard big valve TC exhaust manifold $325
- 3.77:1 differential with all lugs in good condition, output shafts included $1000
- Standard Sprint anti roll bar, needs a clean up, $125
- Left and right-hand Issue 18 housings, output shafts and dampers, as removed from a 1973 Elan Sprint in great condition only requiring a clean-up $600

A pair of standard rear springs and caps $50

My contact number is 0404 827777, pick up from Lindfield, NSW 2070 , Russell



















For Sale

1992 Lotus Esprit Turbo S3 SE Highwing

Very good condition throughout, 75,400 km. This is the ONLY Australian-delivered Highwing. Drives superbly. Timing belt, fan belts, brake hoses, clutch, clutch hose, clutch cylinders, oil seals replaced in 2020. Included is another set of wheels (one wheel pictured), parts list manual, service list manual, and has original handbook.
$85,000 plus GST
contact details are: email- cmta@westnet.com.au













For Sale

1969 Lotus Europa, currently unregistered.

Renault 1500 petrol engine.
This previous owner (now deceased) told me that the engine should run but that the clutch plate is 'stuck'. Will need a battery to try and start it, and no key could be found. As per pics, a bit of work needs to be done, including some minor body work and paint touch up, the clutch (at least) and inside (upholstery and console), a proper 'project car'.
Has been stored in a shed unused for a few years at least.
Happy to answer questions, within the limits of my pretty feeble knowledge, and can send more pics.
Location, Tanja (NSW Far South Coast).
$15k, I'm not really into haggling, but I may consider near offers.

Email to: mark.lems@bigpond.com



