SEPTEMBER 2021

Chunky's Chatter



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



Inside this issue

- The Tolman Elite and the Radford 62-2.
- We recall the brief Lotus career of Peter Lovely.
- Some great photos from Sandy Bay thanks to Robert Verhey.

Club Lotus Australia
September 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 British car restoring company Tolman has constructed a Type 14 Elite from scratch. See page 11 for details

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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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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Presidents Prattle
With Ashton Roskill



Hey,

Yes, it's already September. And the elephant in the room is that September is likely to be more of the same for the majority of us, so my thoughts are with you all.

This month's column is therefore more of a musing than usual, as we continue to learn how to navigate uncertain waters individually and collectively.

And this is so much an individual thing - everyone is in different circumstances and situations, and everyone's reactions to those circumstances is different.

But I do believe (and have observed) that one of the most powerful forms of support in these sort of situations is the people around you who are sharing the experience (even if their experience is different to yours).

So I would ask all of you to make sure you are taking care of yourselves first and foremost, and then those closest to you.

From a practical point of view, obviously NSW (and now most recently Victoria) have decided that suppressing the delta strain is no longer a viable option, and hence vaccination is the principle way that we can achieve some degree of normality anytime soon; I'm making a conscious effort to be "glass half full" about this, and I am seeing a light now at the end of the tunnel (if the current modelling proves accurate, we should start to see restrictions in NSW at least eased in November) so am starting to plan for at least some sort of activities over summer.

Mrs. R and I were early vaccinees (if that's a word) as a) we're over 50 and b) Mrs. R works in healthcare. So we were fully vaccinated in June. If it helps anyone trying to decide whether to get the jab, it is like most jabs - a bit unpleasant at the time, but ultimately worthwhile, if only psychologically, in that it gives you a little more feeling of personal safety to you and those immediately around you.

And I'm pleased to see increasing numbers of incentives for people to do so, both pecuniary and behavioral. For example, my employer (Telstra) has offered all employees and customers an incentive to get vaccinated so if you are a Telstra customer, you can get T points for being vaccinated, and I know of several other companies doing likewise - Qantas and CommBank as two. And I suspect we will see more incentives from the state and federal governments over the coming months for those who can demonstrate that they are protecting themselves and others.

And Qantas has opened up flight bookings, so if you are planning a trip, tickets are pretty good value at the moment - just sayin'.

So long version short, we will keep planning for Christmas! So the AGM and possibly a picnic (I know, I am eternally optimistic!) will be on Sunday 12th December. If you are vaccinated by then, there's a good chance we might be able to get together in person. Now isn't that an incentive?

And ahead of that, I have two projects to complete this weekend; the first is to replace the door hinge adjusters on the Elan, which are worn out, and the doors drop when opened; and the second is to replace the locking tabs on the Land Rover's front axle swivels as the nuts are no longer locked and the wheels could literally come off! Oh, and I might take the dog clippers to my hair, as it is a bit out of control!

While I was digging around in the garage, I found these letters cut out of a shiny black material. I reckon they do a great job…..

So with that, I will leave you alone for another month. Please stay safe and well, look after yourselves and your loved ones, and I very much look forward to seeing you soon.

Pip pip

Ashton

From the Editor

Tom Devitt



Hi everyone, hope you are holding up in these uncertain times.

The Belgian Grand Prix held last week on Sunday 29th August at the Spa Francorchamps circuit has to be one of the silliest events of all times. Torrential rain saw the race start led by a safety car and after 3 laps, all behind the safety car, was declared over with Max Verstappen the winner (only because he started from pole position).

Spa however has had its share of lunacy before, probably the most famous being the first GP held at the circuit in 1925. Race day saw a lot of cars drop out and, in the end, only 7 cars started. 4 Delage's and 3 Alfa Romeos. The mostly French crowd were of course rooting for the Delage's and were totally convinced of a win. But all did not start well with the first of the not making it to the end of lap 1, then another on lap 4 and another on lap 7. A bit after halfway, one of the Alfas expired leaving 3 cars in the race, 2 Alfa Romeos and one Delage. Unfortunately, very soon after this also expired, leaving the race to the 2 factory Alfas. The crowd began to boo and hurl insults as the Alfas went past and eventually Vittorio Jano the Alfa team manager had had enough! He called the drivers into the pits, and the team crew and mechanics set out a lavish picnic lunch in the middle of pit lane. Whilst the whole team was having a great feast, the mechanics set about polishing the cars. Eventually, the banquet over, Ascari and Campari got back in their cars and completed the race. The French/ Belgian crowd was mortified into silence. Antonio Ascari (Alberto Ascari's dad) won the race with a lead of 22 minutes.

Ans speaking of Alfa Romeo I see they are going to join Lotus and go electric by 2027.

And of course it is September and we cannot forget that 43 years ago the racing world and Lotus lost Ronnie Petersen twice runner-up to the world championship and a really nice guy with it.

Many thanks to Marc Schagen for alerting me to Malcolm Spidens tribute to Ann Thompson, Ann was a stalwart in the Queensland motor racing world and races a Lotus 15 and a 26R. Additionally, she's been heavily involved in the construction of the Mt Cotton hill climb.

That's it for now, see you next month

Tom



Ronnie Peterson gives a rather unusual autograph to a fan. Chapman looking on

The 2021 Grand Prix de L'Age D'Or saw the re-appearance of Jack Brabham's Lotus 24 (Photos of the car at the event below)

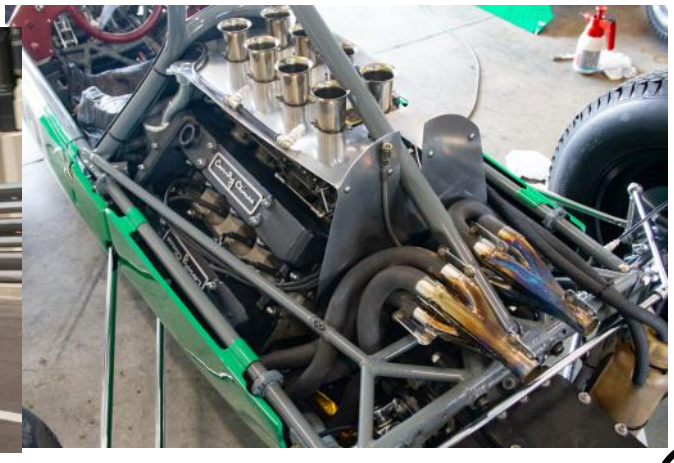


2021 Marked the 56th running of the Grand Prix de L'Age D'Or which has been held at the Dijon-Prenois circuit since 2014.
The event translates as Grand Prix of the Golden Age and this couldn't be more true with cars represented from this wonderful era of motor sport. As well as full grids of historic touring cars, Sportscars and Formula 2 single seaters, the modern era is also represented with the ever popular Global Endurance Legends series.
One of the races was for Grand Prix cars up to 1965. A rather famous entrant was the Lotus 24 Climax that was raced by Jack Brabham. The then two-time World Champion campaigned the car in five Grands Prix during the first half of the 1962 as he awaited the completion of the first Brabham Grand Prix car. A fifth at the British Grand Prix was his best result. Chassis 947 was then sold to South Africa where it had an eventful career. Following a lengthy spell in the United States, it is now back in Europe and finished in Brabham Racing Organisation colours once again.

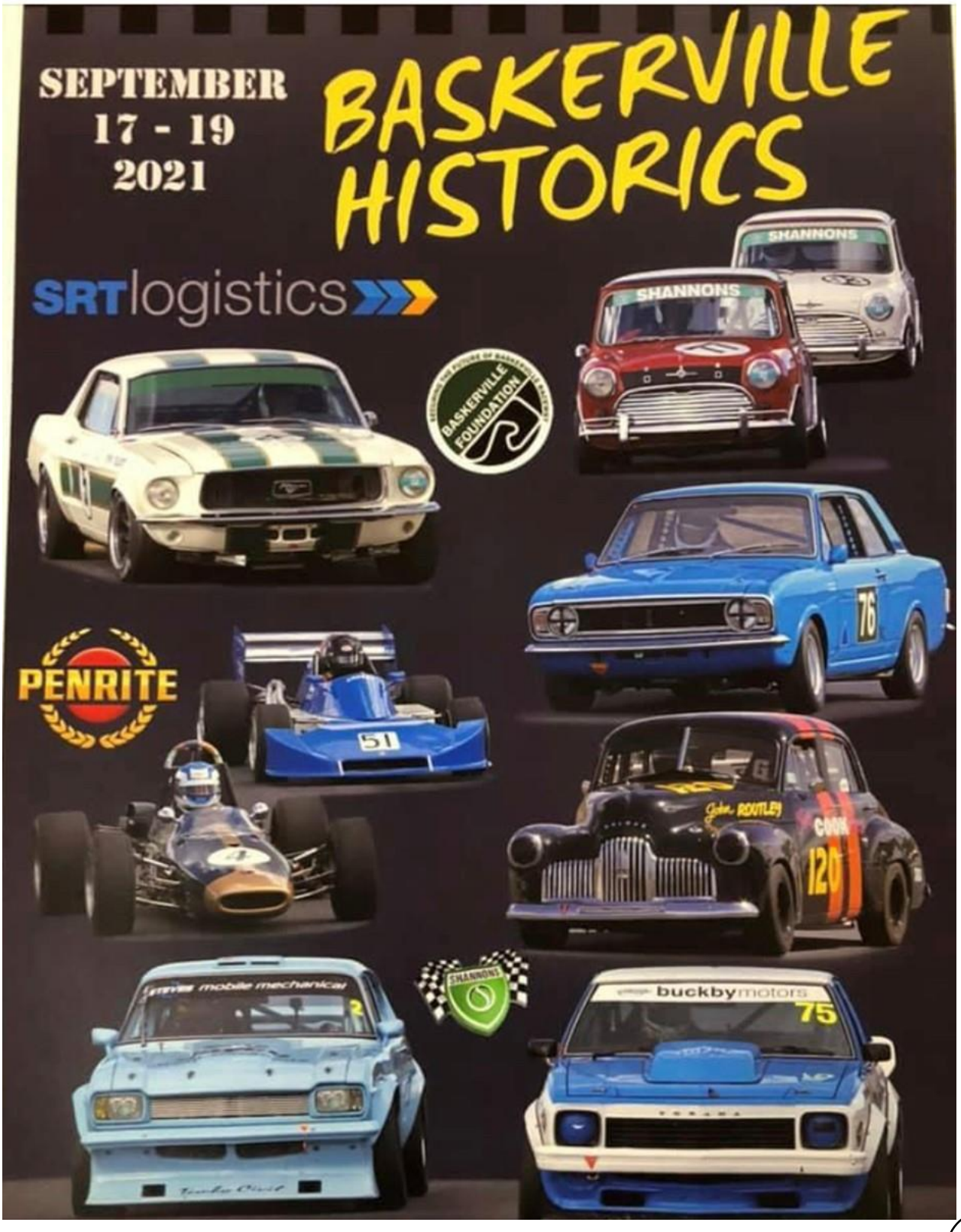


In 1962, whilst Colin Chapman had the principles of his first monocoque, which was to become the Lotus 25 he decided to build a 'conventional' back-up spaceframe design which he would also sell to privateers. This was the Lotus 24 and was a different design from its predecessor, the 21.
The Lotus 24 made its debut at the 1962 Brussels Grand Prix. Jim Clark put it in pole position for the first heat, but retired after only one lap. Two weeks later Clark won the Lombank Trophy race at Snetterton. Its first World Championship event was the 1962 Dutch Grand Prix, where it finished second with Trevor Taylor. However, that would be its best Championship finish.





If you are lucky enough to live in Tasmania, make sure you don't miss the Baskerville Historics



Lotus Myths and Legends
Pete Lovely
A yeoman driver that joined Lotus at probably the wrong time.

Pete Lovely was born in April 1926 in Livingstone Montana, during the final stages of her pregnancy, his tiny mother was convinced she was having twins. His father rather tastelessly decided if it were girls, they would be named Kate and Duplicate and if boys Pete and Repeat. As it turned out, there was only a son and of course he was called Pete, well actually Gerard Carlton but he always wore the nickname of 'Pete'. In 1947, after being discharged from the army air corps, he started motor racing with a 1932 Ford roadster. After a succession of cars, he bought a Jaguar XK 120 and won his first race. He competed in this until 1954 when he built a VW Porsche special which was moderately successful. In 1954 he started a VW dealership and bought an aging Cooper Streamliner into which he shoehorned a Porsche engine. This quickly became known as the 'Pooper' and won him the 1955 F Modified SCCA National Championship, In 1956 at Pebble Beach, whilst leading, his accelerator pedal fell to the floor when the cable came undone, A pit stop was out of the question, so he continued, reaching back with his left hand to work the throttle lever whilst steering and changing gear with his right. In the end he finished fourth! Through the 50's he continued racing with moderate success. In 1958 Colin Chapman invited Pete to co drive with Jay Chamberland at Le Mans. Chamberland crashed during the race but later, when co driving with Innes Ireland at Reims the pair won, Chapman decided to ask Lovely to join Team Lotus for the 1959 season.
A typical Chapman employment proposal, meaner-n-tiger spit, no salary but ¼ of the starting money and of any winning money. Pete was beside himself, bought a return ticket to the UK and $200.00 in travelers' cheques he set off to make his fortune. The message from Lotus was to get over there immediately for a non-championship F1 race at Aintree. But his euphoria soon evaporated, Colin was no where to be seen and the car he was to drive had not even been built. By the time of the International Trophy race at Silverstone, 2 Lotus 16's were ready, one for Pete Lovely and one for Graham Hill. When Hill's engine blew up, they both used Lovely's car to qualify with their different numbers hastily swapped on the car. Pete qualified faster than Graham but had to give up his engine to him and started with a smaller 2.2l one. All to no avail however, Hill broke down again and the troublesome queerbox transmission on Pete's cars saw him finish last.



The Lotus 16 he shared qualifying with Graham Hill, The hastily modified car number visibly peeling away at race speed

Next event would be Pete's F1 Championship debut and it was Monaco. Qualifying was held over 3 days, so he was relatively confident that he would be able to qualify, but the shoestring budget of Lotus in the early

days saw the transporters breaking down on their way to France so that they only arrived on the third day with a few hours of qualifying left. Finally on the circuit and dueling with Cliff Allison's Ferrari, Lovely's engine exploded but he it kept running on 2 cylinders to limp back into the pits. Expecting the mechanics to leap into action he was greeted with s deserted Lotus pit. Well not quite, the mechanics were all there but were asleep behind the pit counter, totally exhausted from the horrendous journey over. The team had brought a replacement for the broken inlet manifold, but it was back at the hotel and qualifying was drawing to a close.



Lovely driving his ex Grahame Holl Lotus 49B

It was all over before it had started. Pete went to Colin and said, "I have used up my $200.00 travelers' cheques and made no money, I have my wife and children at home, so why don't you get someone else to drive for you". Back in the states in 1960 he managed to buy a current Cooper imported from England, but it had the 1959 transverse leaf spring rather that the latest coil spring configuration, that lowered the car considerably. Even worse Pete was now a distributor for Englebert tyres so was forced to fit them to the Cooper, High profile tyres and the already high Cooper, the car looked more like a cross-country buggy than a low, sleek F1 Car. Finally at Riverside in 1960 Pete Lovely competed and finished his first F1 Championship GP. He came in in 11th position.



Pete Lovely and his wife Nevele

He had to wait another 9 years for his next race when he bought an upgraded Lotus 49B for the 1969 season. Chapman had duded him again when he jacked up the price to $36,000. He picked it up at Brands Hatch for the race of Champions. He finished 6th in the race and at the Canadian GP six months later he finished 7th. This was to be his best F1 Championship result.

Pete and his wife Nevele (as his pit crew) competed in Europe for the 1970 season, but they had little money and the car was now getting very old. Returning to America, he raced in several events in 1971 before calling it quits.

Whilst not a spectacular racing career Pete was able to do something he loved and to do it for 3 decades, a feat that only another nine drivers have managed, Harry Schell, Bruce McLaren, Dan Gurney, Mario Andretti, Jack Brabham, Ricardo Patrese and Nelson Piquet.

He passed away in 2011. His beloved wife Nevele died in 2008 and friends say he never recovered from her loss.

VALE Ann Thomson 1924 - 2021

Active race driver in a Lotus 15 and Lotus 26R amongst others. Ann was also a stalwart of Queensland Motor sport.

The reproduction of parts of this tribute are done with the kind permission of Malcolm Spiden of the MGCC of Qld.

Ann Thomson - racing driver, rally driver, official, Steward, Queensland State Council Delegate, Rally Director, Time keeper and Life member of MG Car Club of Queensland.

After gaining her competition licence her first competition race meeting was on 17 March 1956 at the Strathpine circuit where Ann raced her white MGTC. Newspaper reports stated Ann was 'holding off much faster cars and more experienced drivers until the last half of the handicap race' in which she was to finish in second place. The MG was followed by other sports cars which she raced were a Morgan Plus 4, Austin Healey BN2, a Lotus 15 in which Ann won the last race at the final race meeting at the Lowood circuit. The Lotus 15, chassis number 609 was previously owed by John Coombs Racing in England with team driver Roy Salvadori raced at LeMans and in British events before the vehicle came to Australia. Three Fifteens - a surprising number, considering the small total production - found their way to Australia, and led amazingly long and successful racing lives. The three were: chassis 608, imported by Derek Jolly in 1958; 609, imported by Ann Thomson in 1961; and 623, imported by Leaton Motors in 1959.



Ann in her Lotus 15

Each car carved a place for itself in Australian racing history of the 1960s - 608 taking the-then Australian Lotus agent Derek Jolly to some classic sports-car wins, then rebounding into prominence driven by young Bevan Gibson; 609 racing for eight years straight in Queensland and - like 608 in Gibson's hands - defying the rear-engine brigade, in this case with Glynn Scott at the wheel; and 632, the ultimate Cannonball, rocketing Frank Matich to stardom. Originally powered by a 997 cc Ford 105E engine it was replaced by a 1.5 litre pushrod Cosworth engine from Glyn Scott's Lotus 27. Next a Lightweight Lotus Elan previously owned by local sports racing driver Bill Gates for long distance sports events at the Surfers Paradise International Raceway.

Ann also raced a Morris Cooper in local events which include the 4 hour Queensland Series Production Championship with co-driver Toni Lefrancke and a Morris Cooper S in the 1969 Hardie Ferodo 500 mile event at Bathurst with Carole Corness as co-driver. Not only a competitor in regular local meetings, Ann undertook several interstate trips to compete at Warwick Farm and Oran Park circuits in either the Elan or the Cooper S.

On occasions Ann would be the entrant enabling drivers as Vince Jordan and Les Agnew to compete in her Morgan, Allan Reid in her Austin Healey, Glyn Scott (Lotus 15 and Lotus Elan), Brian Tebble (Lotus 15), with Joe Camilleri and John Humphrey in her Morris Cooper S. Glyn and Joe raced her Lotus Elan in the 6 hour Sports Car event of the 1969 Speed Week whilst Joe and John Humphrey raced her Cooper S in both 12 hours Series Production races (1969 and 1970).



Ann in the pits, Lotus 15

She was also heavily involved in rally competition which started in 1969 with her daily drive Valiant Station Wagon before a Ford Cortina GT 500 with Toni Lefrancke as her navigator. Ann, Toni with Pam Elan competed in the 1970 Ampol Round Australia Trial in a Holden Kingswood. A

regular competitor in the Queensland Rally Championship events with Ross Moir as navigator Ann rallied a Morris Mini DeLuxe, Morris 1500, followed by two Morris Marinas and the ex Ian Riedel Holden Torana GTR XU1. Ann undertook the role as Rally Director for a round of the Queensland Novice Rally Championship promoted by MGCCQ each year (1974 to 1977). From her experience before the role of Rally Director for a round of the Queensland Rally Championship promoted by MGCCQ each year (1978 to 1986) set initially in the Stanthorpe area during the Apple and Grape Festival and then in the Benarkin State Forest.



Ann receiving her Honorary life membership to the MG Car Club Qld,

From her experience in business combined with her organisational skills and zeal for perfection Ann was appointed Treasurer for the CAMS Queensland State Office then Assistant State Secretary in the early 1960's.

Ann joined the committee of the MG Car Club in 1966 as Treasurer. During this period the club was developing the bush land property at Mount Cotton into the first permanent hill climb in Queensland. She was a member of the Board of Directors for Mount Cotton Limited which was formed to raise the necessary finances to enable the building of the hillclimb to continue. She kept oversight of the finances of the club to see the successful completion of this project for the hillclimb the club has today where local, State and National events are held. Ann remained as Treasurer until 1991 a role she advised she enjoyed.

Always had the best interests of our club uppermost, could be found always attending events at Mount Cotton and MG promoted race meetings. In her last few years when mobility became more difficult, Ann always wanted to be kept informed of the 'what is happening in the outside world', how is the club going, what about the finances and for the club not to overspend.



Mt Cotton hillclimb under construction

Ann kept her interest in all aspects of motorsport through her involvement as Steward at various events, timekeeper at race meetings and Mount Cotton hillclimb, delegate to CAMS State Council (1970 to 2018) where she could debate her point of view vigorously and as a member of the Stewards Executive (1983 to 2018). Through her ongoing involvement Ann was nominated for a CAMS Service Award in 1974, followed by a CAMS Service Star in 1998 (for dedicated service over a prolonged period most probably across a number of roles and duties) then received a CAMS Life Member award in 2008 (bestowed on individuals with long term distinguished services to motorsport for extraordinary expertise, dedication and positive influence).

Described as awesome in style, awe inspiring with her drive and dedication Ann will be sadly missed by those who appreciated what a tremendous influence she had on motor sport generally. Ann was unique, we will miss her and her counsel.

Ann was 97.

Tolman to debut a new Lotus Elite at Silverstone Classic

Story in part from 'The Lotus Forums'.

British GT race winners Tolman debut its freshly built FIA specification Lotus Elite at this year's Silverstone Classic. Its entry in the RAC Historic Tourist Trophy marks the first time the Warwickshire-based specialist has competed at the event since 2014.

Craig Dolby raced the Type 14 Elite, built up in less than 10 weeks and shook the car down at Blyton Park as preparation for its first meeting.

Despite Tolman being a renowned restorer and supplier of upgraded parts for road and race Elites, this is the first competition Elite it has constructed from the ground up. The build draws heavily on its contemporary motorsport experience and knowledge running Ginetta and McLaren factory campaigns in British GT.

"The impact of the pandemic made us re-evaluate the business and despite having successfully run Historics on occasions, including winning at Goodwood with our Lotus 19, we decided to put more focus this year on that side that keeps growing," says team founder Christopher Tolman. "We produce a lot of parts for Elites and there are usually one or two in the workshop, most recently a former Le Mans car, so we thought we could bring all of that knowledge together and build our own."



The car comprises of a new MK14 Components shell finished in period gloss grey and black by Normandale, Custom Cages FIA Roll cage, Tolman 1220 FWE engine producing in excess of 135bhp, Optional electronic distributor, Zircotec ceramic coated exhaust manifold, ITG air filter on bespoke Tolman airbox, WOS Performance starter motor, TAG McLaren alternator, AP Racing paddle clutch with Alloy cover, Newly built MG gearbox with straight cut close ratio gear set, Plate type LSD, Light weight bespoke drive shafts and prop shaft, Closed loop fuel system in bespoke baffled and foam filled aluminium tank, Bias pedal box on AP Racing cylinders, New brake calipers front and rear, ATEC hoses for fuel, oil and braking systems throughout, Tolman Engineering Nitron FIA compliant damper system, 6x Torrino wheels on 4.5 L15 Dunlop race tyres, Sealed rear bearings in new uprights, All new front upright and bearing assemblies, Bespoke motorsport DR25 loom with aircraft type connectors, Bespoke switch panel, switch gear and circuit breakers, Stepper motor instruments with bespoke reproduction Smiths faces, LED lighting all round including pre-wiring for side markers, Tillet Carbon seat. TRS 6 point harness, Electric Lifeline Zero 360 fire suppression, Polycarbonate rear screen and side windows with WRC flush openers and Heated front screen,. The car has a dry weight of 585.5kg .

After debuting at the Silverstone Classic in the RAC Tourist Trophy where it secured class pole position and a class podium finish in the 50-minute race, the car is offered for sale £135,000 (GBP) plus taxes and shipping.

Lotus returned to Monterey Car Week

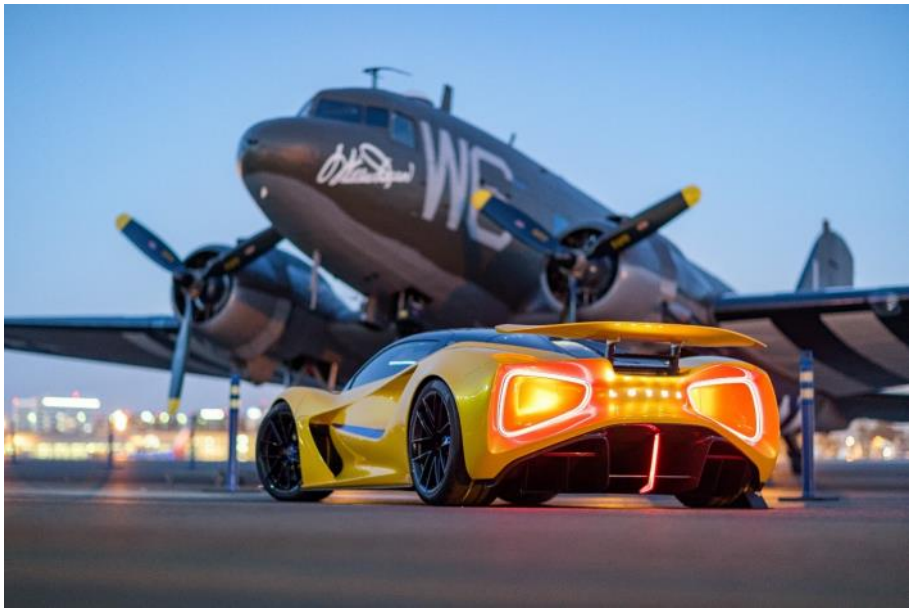


The recently unveiled Emira, the last petrol-powered car from Lotus and the best of breed has had its US debut at Monterey Car Week.

The flagship event for Lotus was to be at The Quail: A Motorsport Gathering. The Emira also made its dynamic debut at the legendary Laguna Seca Raceway for a very special celebrity track day

The Lotus Evija pure electric hypercar is also taking centre stage in California with a striking all-new livery that will resonate strongly with US motorsport fans. Yellow with blue accents, the colour scheme is inspired by the iconic Lotus Type 99T from 1987 – the car in which Formula 1 legend Ayrton Senna was victorious at that year's Detroit Grand Prix.

The 99T featured pioneering computer-controlled active suspension which allowed it to ride the bumpy and technically demanding downtown street circuit. The race win has become legendary in F1 circles, showing Lotus' innovative approach and the car's outstanding technical capability. It was also the last Lotus win for Senna.



It's the second time the Evija has appeared at Monterey Car Week. Just weeks after it was unveiled in July 2019, California was the first stop on at world tour that also took in Japan, China and the Middle East.

The Evija has a packed schedule for its latest trip to America. It supported the world premiere of the Radford 62-2 (see page 14)at the Lyon Air Museum, Santa Ana. This car – limited to just 62 examples – is based on the Lotus Type 62 and being manufactured using Lotus technology.

At the museum, the car was shot by world renowned photographer Larry Chen, before the Radford unveil event.

From Monday to Thursday, the Evija – the world's most powerful production car at more than 2,000 PS – had a full diary of private meetings with American depositors and prospective customers. On Friday it took centre stage at the Quail: A Motorsport Gathering at Quail Lodge & Golf Club in Carmel Valley.

The recently unveiled Emira, the last petrol-powered car from Lotus and the best of breed, was also at The Quail.



Robert Verhey sent us these marvelous photos from the Monthly Tasmanian Sandy Bay meet on the 5th September

A wonderful display of a wide variety of marques this morning, Lotus well represented with two Esprits and a beautiful Yellow Elan +2 recently brought down from Victoria. Plus my Elan M100 looking absolutely huge when parked next to an Esprit.











The Radford 62-2 is based on the 1969 Lotus 62

Announced recently US Coachbuilder Radford is in joint partnership with Lotus building a new car based on the Lotus 62.

The original 62 was intended for Appendix J Group 6 prototype cars. It was designed by Martin Waide and had a space frame chassis. It was definitely an attractive car but the engine proved its downfall with reliability (2Litre LV240 DOHC using a Vauxhall derived engine block). The 62 was a replacement for the Lotus 47 (Racing Europa) but lack of success limited the production to 2 cars. The model was active from 1969 to 1974, it was entered 29 for events and won 7.

Radford America bears the same name as the renown UK Coachbuilding company that built cars for the famous including each if the Beatles band. The company's chief principles are Max Stubbs (designer), Ant Anstead (Journalist and motoring specialist_, Roger Behie (business advisor and lawyer) and Jenson Button (F1 World Champion).

The new car (of which only 62 are to be built) will be called the Radford 62-2. . These coachbuilt machines are based on the Evora GT, and draw many visual lines from the 1969 Lotus Type 62 racer



Tasmanian members Ian and Chris Godfrey sent us a reminder of the Baskerville Historic race meeting coming up in September. Foe anyone who could possible make it there it sounds fabulous.

The popular Baskerville Historics meeting is back in 2021 after the pandemic forced the cancellation of last year's event.

The three-day meeting will run Friday 17th to Sunday 19th September with practice on Friday, qualifying and racing on Saturday, and racing on Sunday with the popular grid walk a feature at lunchtime.

Spectator admission fees have been held at 2019 prices. There will be gate sales, only.

Fans can expect the usual array of historic race cars from through the ages, either on static display or competing in the special events for these cars.

The Muscle Car Cup returns, and feature categories this year include pre-EH Holdens with cars expected from all over the country.

Rare Spares is offering $250 to assist each mainland entrant in this category to get across Bass Strait, payable on arrival.

The Riverfront Motel and Villas at Rosetta in Hobart's northern suburbs (on the way to the track) is offering special rates to mainland visitors – if there are any rooms left! Contact (03) 6272 6721 stay@riverfronthobart.com

Small Ford Group N racers such as Escorts, Cortina's, Anglia's and Capri's will also be in the spotlight with a special race for them. Expect to see small Fords from far and wide, keen to sample the famous Baskerville track that's so well suited to these small cars.

A select number of local race categories will also be on the program.

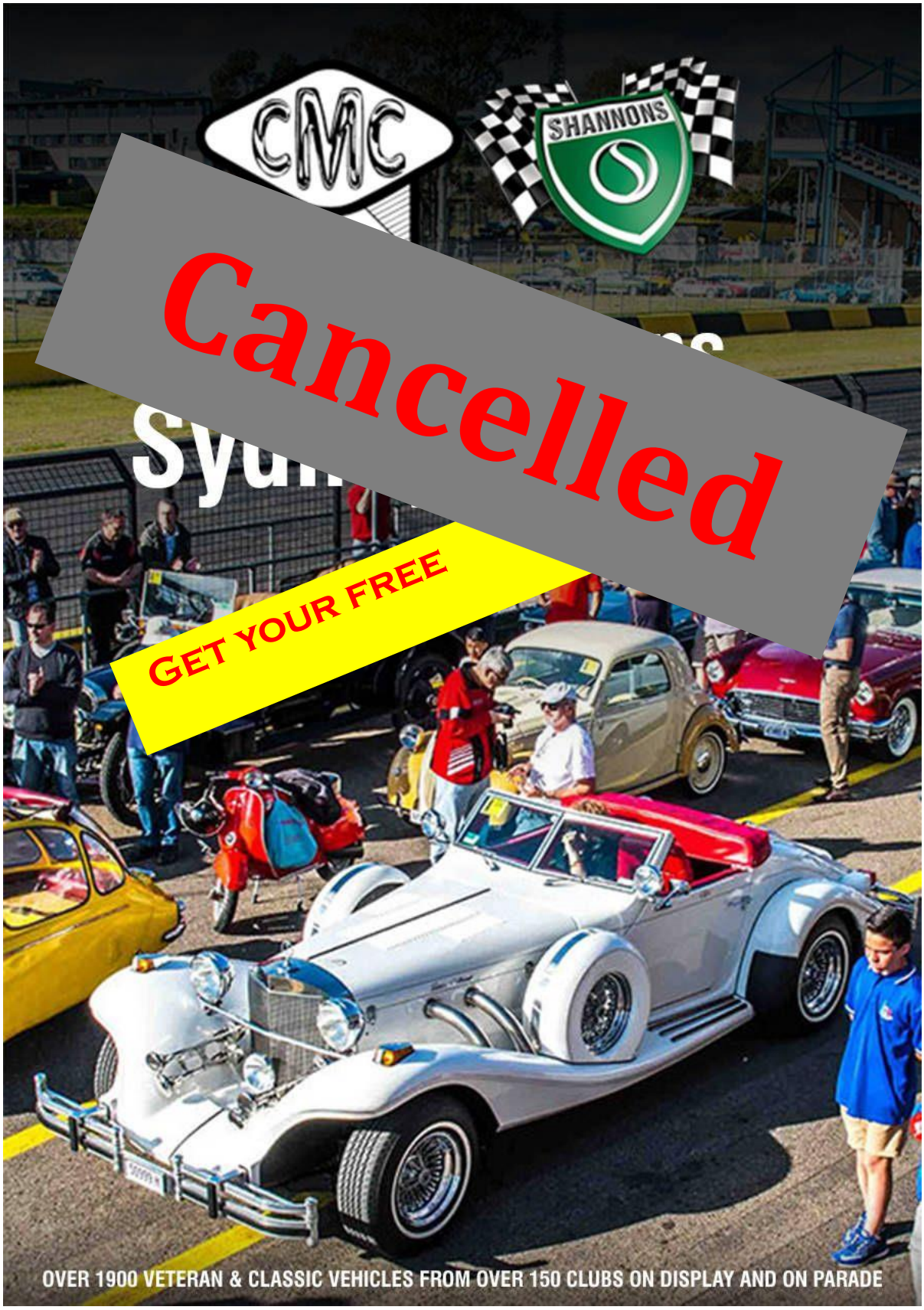
The well-attended Friday night social function is set to run again with guest speakers currently being finalised.

More information about camping options/fees will be released closer to the event, or call 6224 4 for general enquiries.

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

"If it had come any earlier it would have been given to the wrong wife"

The correct answer was Stirling Moss and the winner was Anne Blackwood or as she emailed "Girling Floss!!"



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

"My game is going wrong - the star is setting"

Remember the person quoted is mentioned in this issue of Chunky's Chatter. Now this one is a bit difficult so a couple of hints to assist

He won 2 consecutive world championships in the 50's and was the last Italian to do so for Ferrari. Additionally his name is only mentioned briefly!

CLA NSW 2021 Diary

Month	Day Date	Event	Time	Location
Sep-21	Friday, September 3, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Saturday, September 4, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Sunday, September 5, 2021	Lotus Breakout weekend	8.00am	**Wait and see**
	Sunday, September 12, 2021	TK&C Monthly meeting (Southern Sydney	8.30am	**Wait and see**
	Saturday, September 18, 2021	CSCA Round 6 TSOA	8.00am	**Wait and see**
	Sunday, September 19, 2021	TK&C Monthly meeting (Central Sydney)	9.30am	**Wait and see**
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	**CANCELLED**
	Sunday, October 17, 2021	All British at Kings	9.00am	**CANCELLED**
	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

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

4 Minator Mag Wheels for Lotus Elan.

13J 13" x5"

with nuts' caps etc.

Brand new, never used.

Surplus to requirement. Pick up Warners Bay

$700

Contact John 0249485047



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 prove that the seats are from an existing car model, otherwise I 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











WANTED

Hi, I am looking for a gearbox for an S4 Elan, Please contact Craig Charnley. 0457992250
craig@corkcharnley.com.au

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



