FEBRUARY 2022

Chunky's Chatter



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



Inside this issue

- Lotus Co Founder Hazel Chapman is remembered.
- The Elise, Exige and Evora cease production as Lotus starts to go all electric.
- The Lotus 23 turns 60.

February 2022

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COVER PHOTO Hazel Chapman dwarfed by the complete collection of all of her and Colin's F1 cars. Taken at Snetterton Grange in 2010.

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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SA Lotus owners meet on the first Sunday of each month 9.00am at the Sikh Society of SA Carpark (Bottom of the SE freeway-corner of Cross Rd& Glen Osmond/Port Rush Rds.)

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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



Goodness, how time flies….

Happy New Year everyone, and I hope you managed to get a decent break over the summer holidays, notwithstanding border uncertainty etc.

Fingers crossed for a more engaged and event-full (as opposed to eventful) 2022; we have already kicked off with the January TK&C meets, and in addition to the usual suspects, we had the slightly unusual phenomenon of rain, in January!

Oh well, things can only get better, as the song says.

February will, as is normal, be relatively quiet as we all get back into the swing of things, kids go back to school, those of us working go back to school too, and those of you lucky enough not to be working can kick back and laugh at the rest of us.

So we have the two Tyre Kicks, at Carss Park on 13th Feb (the day before all you romantics need to be on best behaviour), and the following weekend possibly back to Rhodes (if the new owners have got their timing right), otherwise still at Gough Whitlam Park - we'll let you know that week by email, so keep an eye on the inbox.

February will also see the Committee coming back together for the first time since the AGM; if you have anything you would like to raise to us, or you would like to come along, please do get in touch; it will be a hybrid event, with in-person Chez Roskill in St Peters, and a zoom link for those less willing to travel or be in close proximity with others (perfectly understood!). Drop us a line to Committee@clublotus.com.au and we will organise accordingly!

There are several events we need to get our skates on to organise, not least the Tour of Tassie, slated for early October; we'd also like (if there is interest) to organise a run out round country NSW, as much to support the local economy as to get a view of the wonderful lush green countryside that La Nina has blessed us with!

Beyond our borders, life continues to be both different and challenging - the threat of Russia marching into the Ukraine is a blot on the landscape to say the very least, increased seismic activity in the Pacific has kept my employer gainfully occupied trying to restore the sub-sea cable connection to the Pacific islands, Joe Biden appears to be the President that everyone forgot (which I'm not going to get drawn on!) and that clown Boris continues to be almost as much of a laughing stock as our own political "elite". Plus ca change.

So I hope you have got your resolutions clearly mapped out for the year?

I had got a good clear view of my priorities and had even started building the shed in the garden to house my woodworking, when a (now ex-) friend pointed me to a barn-and paddock-find of not one, but four 2-door series 1 Range Rovers. So of course I had to put a deposit down.

And then work out how the hell to get two partly mobile cars and two cars on blocks off the property in double quick time; the reason they were cheap was because the owner has sold the property, and the new owner wants all his stuff gone before settlement.

Luckily, I have a long suffering friend (a different one to the ex-friend who pointed them out to me - yes, amazing, I have two (now one) friend) with a property near Galston which can house them and he's even able to help with the metal work required to get one of them going quick-smart.

So if anyone wants a Subaru Forester and/or a Series 2 ex-Army Land Rover, they will both have to go to make room!

I hope for your sakes your better halves are as accomodating as Mrs R.

And with that, I will wish you all a wonderful 2022, and I look forward to catching up face to face very soon.

In the meantime, keep safe, upright and (mostly) on the blackstuff,

Pip pip

Ashton

From The Editor

Tom Devitt



Hi and welcome to the first 2022 issue of Chunky's Chatter.

The sad news this month (or in fact in December) was the death of Hazel Chapman. Often ignored behind the 'genius' of Colin, Hazel was the steady hand on the tiller of the Lotus company in its formative and fulsome years. Warren King, (one of the remaining members of the early days if Lotus) Always said that Colin was the one and always true love of Hazel, even though he forgot this on occasions.



At 94 years, and admirably supported by her son Clive , I am sure she ended her years happily.

Last December, the Australian Motor Heritage Foundation did a ZOOM launch meeting for Bruce Polain's book "The Seaforth Grand Parades'. This was a magical event between 1982 and 1988 that Bruce organised against all odds!! Bruce, a motor racing competitor himself, has a furniture shop in the Seaforth shopping centre and he had this crazy idea. Why not invite famous or well-known sports and racing cars to assemble for a static demonstration in the Seaforth shopping centre on a weekend Saturday, and then at about 3.00pm, get them all to fire up and drive down the back streets (Ponsonby Pde, Battle Blvd.) and wait at the bottom on the hill. Then, when the Spit Bridge closed, (by opening its lift span) let them parade and a moderate pace up the hill, through the shopping centre, back down the streets and then up the hill for a second or even a third time (if the bridge stayed open long enough (nudge, nudge, wink, wink). Initially a Police Car was used as a pace car, but they sportingly pulled over after the first lap and the lap times dropped considerably. I was lucky enough to have my FJ Lotus 20B accepted as an entrant on two occasions (1985 & 86).



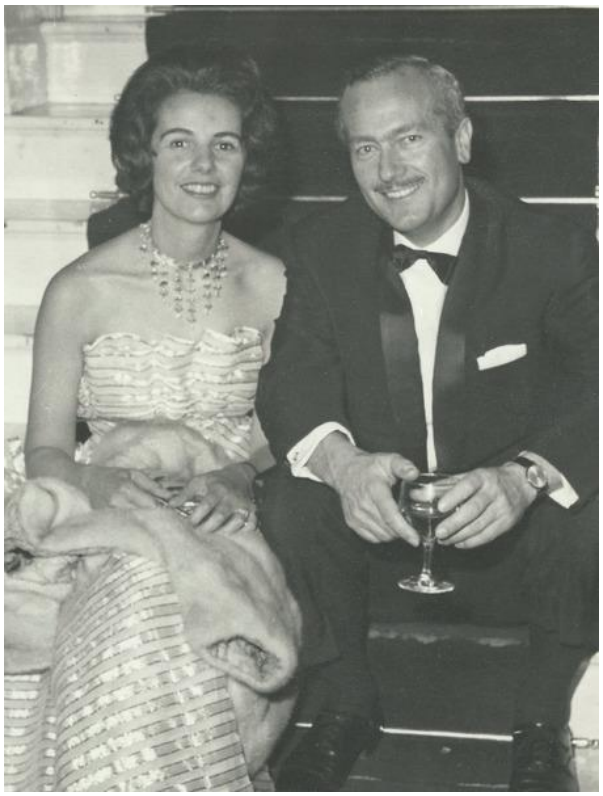
Marc Schagen got this shot of me about to launch up Spit Hill

During the 1985 run, I was blasting up the hill from the Spit to Seaforth when Warwick Brown in the Peter Molloy Lola T332, F5000 has enough of this parade load of rubbish and detonated the Lola up the hill at full throttle. He pulled in front of me and continued his explode up the hill. As it turned out, I had never experienced a serious 'tow' before. All the cars in my category that I races against were of the 60's era, most with engines around the 1100 cc's mark and wings were unknown. The Lola with its F5000 engine, chassis and wings as well as 520 bhp, left a monstrous vortex that I was sucked into. My little Lotus simply took off. Near the top of the hill, I realised that the tacho was way over the 5500 red line, so prudency made me pull out of the slipstream. How was I going to explain to Owen Wuillermin (Who built my little Cosworth engine) that I blew it up trying to pass Warwick Brown's Lola up Spit hill!!

Tom.

Hazel Chapman, Lotus co-founder died last December aged 94

The Lotus world was saddened in mid December last year to hear of the death of Hazel Chapman, married to Colin Chapman Hazel was, with him, a co-founder of the Lotus company.



Hazel and Colin in their younger days

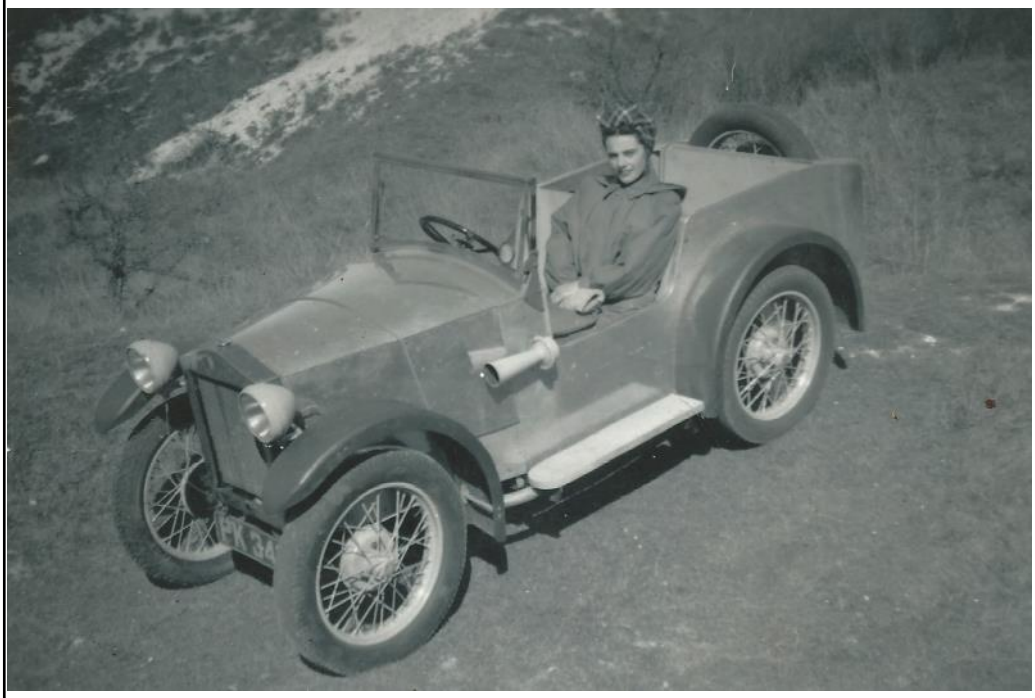
Hazel Williams was born on the 21 May 1927 in North London. She met Colin Chapman at a dance in 1944 when he was just 16 and she a few months older. They immediately hit it off and Hazel could immediately see something special about her new boyfriend.

While Colin was studying at University College London, he would regularly give Hazel a lift to her place of work in nearby Warren Street. Colin would always try to set a new course record for the journey.

As the couple's relationship developed, Hazel's parents allowed Colin to a build what became their first car in their lock-up garage at the back of their house in Hornsey. Electricity came via an extension lead stretched between the house and garage.

Colin had by then gained a commission into the Royal Air Force, so Hazel continued with the building of the Lotus Mark 1 and then the Mark 2. He left her a list of jobs he thought could be completed by his next period of leave.

Competition success in races entered by Hazel and Colin resulted in new commissions for their automotive services. With Hazel's commercial acumen, their first Lotus business was formed on 1 January 1952. It became a limited company later in the year, to make this happen Hazel funded the start-up with a payment of £25



Hazel in the first car she and Colin built, a Trials special

They married in 1954 and as the business grew Hazel took a seat on the board of a number of their companies, including Lotus Cars, Team Lotus and Lotus Components.

She was not only an astute

businesswoman but took on a matriarchal role within the organisation. She prided herself of working with or meeting almost every Lotus Formula 1 driver right from the start, Cliff Allison, Innes Ireland and Alan Stacey through to Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ayrton Senna and more recently Kimi Raikkonen.
In Team Lotus' F1 racing heyday during the 1960s and 70s Hazel was often photographed with a stopwatch on the pit wall at Grands Prix around the world, seen with Betty Hill, Nina Rindt, Helen Stewart or Sally Stokes (Jim Clark's girlfriend at the time).
While that was an important job, she was far more than a lap-timer. Her contribution to Lotus, and motorsport more generally, is often underplayed. She was a founder of The Dog House women's motorsport club. Her involvement in the development of the Lotus business was almost without equal at the time, in a world where women so often played second fiddle to their husbands.
Widowed in 1982, Hazel recognised that Lotus Cars needed new ownership to secure its future and played an instrumental role in its sale. She became a Director of Classic Team Lotus, the Chapman family business which preserves the cars and legacy of the brand's global racing success.
Hazel maintained a close interest in all things Lotus, for example, she 'signed off' the 100,000th Lotus road car in 2018. Tradition dictated that Hazel was always shown the latest Lotus road car prior to it being unveiled to the public. That wonderful custom continued into the modern era, and she viewed the Lotus Evija with her son Clive Chapman two weeks before its debut in July 2019.



Hazel in more recent times

Historic Lotus Register member Barry Davison recalls, "My enduring memory from recent times, was when we sat together at an HLR Dinner some years back. I had some months previously sent Clive and Hazel a copy of a book I had produced about my first Lotus Mk VI, and had received a lovely hand written letter back from them.
Chatting to Hazel about the car she said wistfully "You know, sometimes I wish we had just stayed producing the little cars - We all had such fun back then" .... and it was a joy to see how she positively glowed at the memory.
Hazel Chapman died on 13 December 2021, she was 94.



Hazel with Elio De Angeles and Ayrton Senna

Some Tasmanian Lotus owners join some Jensen owners for a run to Gretna Green

A group of Tasmanian Lotus owners joined their Jensen friends for a run to Gretna Green, an hour north of Hobart, on Sunday 19 December. Tasmania turned on its usual variety of weather for the run, which included a hearty pub meal at the newly refurbished historic Gretna Green Hotel. Tasmanian minor roads provide some fine opportunities for a spirited run, ideally suited to any Lotus.







Lotus Evija – Out on Test



It's the final working weeks of the year for many people, but not the dedicated Lotus engineers delivering the thrilling Evija all-electric hypercar. The ongoing testing and validation programme continues apace, with teams in action simultaneously at opposite ends of Europe… and at very different speeds.

During December they were in southern Italy, at the world-famous Nardo test track, taking the Evija up towards its top speed of more than 200mph. The reason was to complete a variety of validation tests to ensure the traction control and torque vectoring systems are seamlessly integrated with the underlying chassis and aerodynamic package. Pirelli was also there, fine-tuning the bespoke Trofeo tyres developed especially for the Evija. Numerous tyres, each very slightly different, was assessed for steering, grip and braking performance.



James Hazlehurst, lead vehicle dynamics engineer on Evija and part of the test team at Nardo, said the car felt very secure as it lapped the iconic 7.8-mile circular track. "All of the aerodynamic design work on the car, everything we've done on our full vehicle simulator back at Hethel tuning the springs and dampers, all the powertrain development – it came together as we'd anticipated at Nardo and we're really happy with the results."

Meanwhile, almost 1,200 miles north-west of Nardo in the city of London, the Evija caused something of a stir during over two nights earlier this month. It took to urban roads for vital validation of its Wi-Fi and GPS location systems, which allows it to be certified to include Apple's CarPlay system for smartphone connectivity.



Almost 500 miles of driving were completed on roads around central London, the M25 motorway and parts of Essex. The hours of darkness are better as there's less traffic, plus it allows the Evija's striking exterior to create some fantastic shadows under the glare of other drivers' headlights… and smartphones held by their passengers. Even though it was quiet, the test drivers reported seeing plenty of camera flashes from other vehicles and stunned pedestrians.

Mark Edwards, Executive Director, Programme Management Office, Lotus, commented: "It's a great end to the year for the Lotus Evija. The team will be spending a well-earned break with their families and friends over Christmas, then we're back into the next stages of the validation programme in the new year as we move towards full production of the first customer cars during 2022."

Tyre Kick and Coffee CARSS PARK, January 2022

Evan Jones reports "Ed Holly was there too but left before I took the photo, otherwise there would have been two red Elans!…"

It was obviously a quiet turn-out, which reflected the lack of custom at the coffee shop too. Sign of the times….

After some discussion amongst those attending today, it has been decided that next week will be back to Gough Whitlam Park at 0900. At this stage it is a one-off, pending the future fate of Kokoda.





Lotus ends production on the Elise, the Exige and the Evora

In December 2021, Lotus commemorated the last of the Elise, Exige and Evora sports cars.

Between these three model lines and over the course of 26 years, a total of 51,738 cars will have come off the production line. Combined, they represent almost half of the total production of Lotus in its 73-year history. In addition, 9,715 sports cars were built for Lotus' third-party clients, including GM and Tesla.

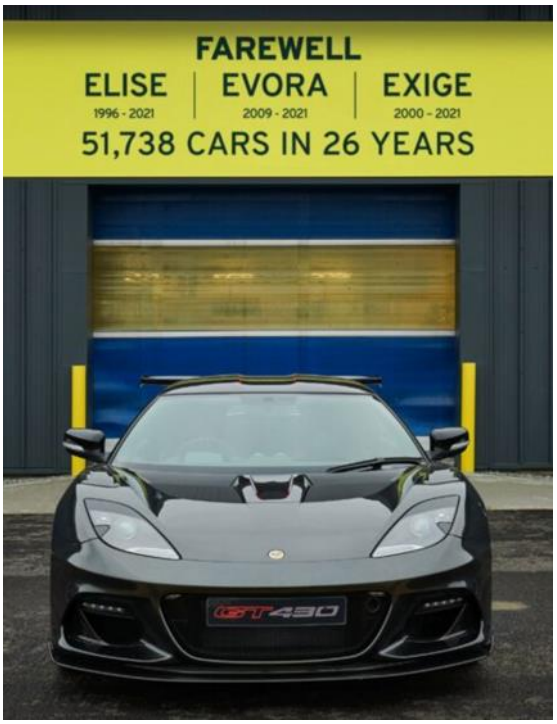


From 1996 to 2000, the first-generation Elise and Exige sports cars were built in a small assembly hall at Hethel alongside the Lotus Esprit. The current assembly lines, which were installed in 2000, will be dismantled and replaced with all-new state-of-the-art facilities in support of the all-new Emira factory. Full Emira production begins in the spring after the prototype and test phases currently underway are completed, taking Lotus sports car production into an exciting, high-tech and semi-automated era, and increasing capacity up to 5,000 units per year on a single shift pattern.

The last examples of the Elise, Exige and Evora models are reserved for Lotus' growing heritage collection.

Joining the collection will be the last Elise, a Sport 240 Final Edition finished in Yellow and the last of 35,124 cars; the last Exige, a Cup 430 Final Edition in Heritage Racing Green – number 10,497; and the last Evora – a GT430 finished in Dark Metallic Grey – the last of a production run of 6,117.

The Elise and Exige sports cars are built around the Lotus 'small car platform'. On the same platform, and also manufactured by Lotus at Hethel were the Opel Speedster / Vauxhall VX220 (7,200 cars built between 2000 and 2005) and the Tesla Roadster (2,515 cars built between 2007 and 2012). Therefore, including the Lotus 340R, Europa, 2-Eleven and 3-Eleven cars, this brings the total Lotus small car platform production volumes to 56,618 cars.



Matt Windle, Managing Director, Lotus Cars, said: "First of all, I would like to thank the Lotus team who have worked on the Elise, Exige and Evora over the years and who are now transferring to Emira and Evija manufacturing. I would also like to convey enormous gratitude to all the customers of the Elise, Exige and Evora over the last 26 years for their passion, enthusiasm and support. These customers have given our 'three Es' true cult status – usually reserved for long-out-of-production classics. As we say farewell to the last few cars, we look forward to the Emira and Evija in the all-new factories at Hethel and sub-assembly facilities in Norwich, which introduce greater efficiencies and automation, higher quality and flexibility and the hugely exciting next chapter in our Vision80 strategy."

Russell Carr, Design Director, Lotus Cars, added: "These iconic cars have not only played a huge role in Lotus' 73-year history but have also been ever-present in my daily life. Together with the Lotus design team, I have lived and breathed these cars for over 26 years. We will miss them, but a bit like Christmas, once it's over, the excitement for the next one starts to build – and that's what's happening now at Lotus with the Evija, Emira and forthcoming Type 132. 2022 is going to be a great year as a new Lotus generation swing into action."

Gavan Kershaw, Director of Vehicle Attributes, said: "The Elise, particularly, has been a huge part of my life. It was conceived when I had just finished my apprenticeship and I was working in the vehicle workshops helping to build early prototypes. The Exige will always remain close to me, as the development programme was the first that I worked on as an engineer and I also won the British GT3 championship in a race version. The Evora is also hugely important as it showed that you can have high performance and award-winning handling without sacrificing the longer-journey GT ability. I have first-hand experience of this as I won the British GT4 championships in one and I will never forget leading the technical programme for our Evora Le Mans campaign where we achieved a podium."



Richard Rackham, Head of Vehicle Concepts, who was vehicle architect on the Lotus Elise and part of the team that pioneered extruded and bonded aluminium technology in the automotive industry, said: "The impact of these three cars has been spectacular over the years, technically, structurally and dynamically. But all technologies and innovations move on and, if you had asked me of my proudest moment four years ago, I would have, without hesitation, said the Elise chassis. However, this has been usurped by our new Project LEVA architecture for our new range of electric sports cars, starting with the Type 135 in a few years' time. This is now the zenith of Lotus architectures as it has moved the technology game so much further. There is a lot to look forward to."

The elder of the '3Es' trio, the Elise, has been part of the automotive landscape for more than 25 years

Next out of the Lotus stable is the Emira, the critically acclaimed new mid-engineered sports car from Lotus. Launched last July at Hethel and on a world tour ever since, it's the last petrol-powered car from Lotus. Joining the first electric Lotus – the Evija hypercar and the most powerful production car in the world – will be the all-electric Type 132, Lotus' first SUV, which will be revealed to the world in the spring.

The Lotus 23, 60 Years old this month

Colin Chapman was known to admit some of his cars were better than others but in general as we all know, when Lotus built a racing car it was a good one.

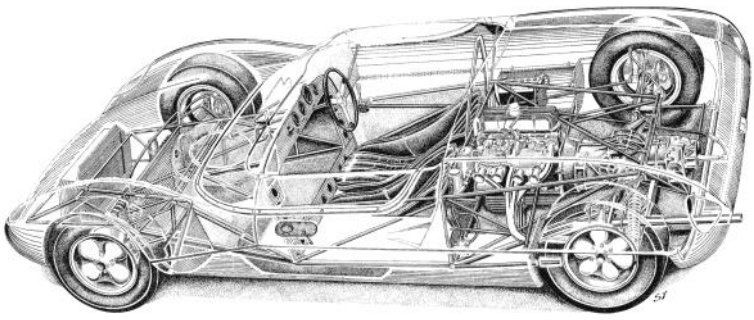


The Type 23 design was, in hindsight, one of the really good ones. Introduced at the UK racing car show in January 1962, the 23-sports racing car was based on a widened version of their existing Lotus Formula Junior chassis. Nominally a two-seater, it was purpose-built for FIA Group 4 racing in 1962–1963. Unlike its predecessors Lotus 15 and 17, the engine was mounted amidship behind the driver in the similar configuration developed on Lotus 19 These first 23s were fitted with a 4-speed transaxle and available with various engine options, including from under 1.0 litre up to 1500-cc, to allow its use in various capacity sports car classes of the time.



Chapman must have thought that his 23 lacked something though, because by 1963 the Lotus 23 had become the 23B when the design was updated with a strengthened chassis, 5-speed gearbox and most usually the Ford/Lotus twin-cam engine which by this time had grown from its initial (nominal) 1,500-cc to 1,557-cc which, with a 40 thousandth rebore conveniently came in just short of the 1600-cc class limit. In this form, the 23 was quite simply… blinding. Loads of additional power and not much more weight, very Lotus!

In 1966 Lotus created the 23C, an evolution of the 23B. The claimed reason for the updates was to allow the car to be more competitive against ever developing opposition and in typical Chapman style, getting more out of a four-year-old design meant clever thinking rather than expensive re-engineering, hence the mods are relatively few. Essentially, Lotus took the suspension, brakes and wheel/tire combinations from their Formula 2/3 cars of that year and fitted them to the 23B chassis. Visually, the cars changed too, as, to accommodate the wide rubber, flared arches were grafted on the 23B's svelte glass-fiber bodywork.



While they might be simple, the updates work, not only does the revised suspension and far

greater rubber area allow for much increased cornering speeds, the six-spoke wheels allow the new brakes to cool far more effectively as, while the magnesium wobbly-web wheels on the 23B look gorgeous, after a few laps you can't touch the rims such is the amount of brake heat trapped by them.

Best guess says there were six factory 23Cs built (out of a total of 131 for all of the 23 variants), most if not all having been supplied to the USA, making them so rare that many of the often referred to books on Lotus fail to mention the 23C at all.



The Lotus 23 of Jack Slottag at Moroso Raceway in Florida, during a 1966 SCCA meet Photo Dale MacMahan

One must ask why Lotus didn't build more of these ultimate 23s? It's a difficult question to answer and was probably down to a combination of circumstances, reputation will have certainly played a part, you are only as good as your last design and their 1964 and '65 sports racers, the big 30 and 40, hadn't been successful. By '66, the 23B was already 3-years old and things move fast in motor-racing, why buy a several year-old design when other manufacturers were lining up to compete in the prestigious sports car classes? Price would have played its part too, a 23C was listed at £2255 (export only) or £2205 in kit form for the UK market, their new (for 1967) type 47 was only £400 more. Lastly, if the learned tomes are to be believed, Lotus wanted to concentrate on their single-seater aspirations.

"It appears that no cars were sold to the UK, and the entire 23C production went to Europe and the USA. It was in the States where I came across the car, cosseted in a private collection in the USA, running and pretty much as it was last raced. While many racers have been heavily updated throughout the years this one has escaped, it had been freshened up, but that was just paint, the rest is incredibly original for example, catch tanks, radiator etc. Indeed, all the fiddly bits that tend to be replaced over the years had escaped, even the bodywork is factory, the opportunity to buy it couldn't be passed up. It's taking a while to piece the history of this one together, what is for certain is that at one point it was fitted with a 1.1-liter fuel injected motor and Hewland MK7, 6-speed gearbox. When this was changed, we don't know, but today this car runs a more conventional set up, the ubiquitous 1,600-cc Twin Cam coupled to a 5-speed Mk5 Hewland transaxle.



Lotus 23C

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

Formula 1 Championship driver decided by a point

I realise that F1 raises little interest these days amongst Lotus owners, but the Championship last year was a bit of a cliff-hanger. Both Lewis Hamilton and Max Verstappen went into the final race At Abu Dhabi on equal pints. Whoever finished points ahead of the other would be the World Champion. As the race went into its final laps it was clear that Lewis driving for Mercedes had it won. But there the safety car was brought out when Latifi crashed and Max, driving for Red Bull dived in for a tyre change for very soft compound whist Lewis stayed out on his hard compound tyres. With one lap to go, the race director allowed racing to recommence and Max quickly ducked under Lewis whom he held off for the remainder of the race.



Max Verstappen takes the 2021 F1 championship by a point from Lewis Hamilton

Of course, the toys started flying out of the Mercedes pram straight away, but 4 days later, the FIA issued a statement which Mercedes saw as an olive branch and withdrew all their protests. Hamilton however was still sulking and stayed away from the end of season FIA prize-giving ceremony, held on 16 December 2021. Hamilton will be investigated for breaching the Sporting Regulations, which state the top three drivers in the championship must attend the FIA Gala. Newly elected FIA president Mohammed bin Sulayem* stated that there would be "no forgiveness" for Hamilton's failure to attend the event. Anyway, such a finish got me to thinking was there ever a close finish like this in the history if F1, well, silly me yes there was. A quick flick through the books showed it has gone down to the wire 9 times before.

The first of these was in 1958 when Mike Hawthorn beat Stirling Moss, 43 points to 42. Moss had the year comfortably in hand. He had won 4 races and was second in another but was a DNF in the other 5 races of the word Championship. Hawthorne however, whilst only wining one race, scored points in all the rest. At one of the last races, the Portuguese GP, Mike was disqualified for “illegally starting his car whilst it was moving in the wrong direction”. In fact, he had rolled down a side road, gave it a bit of a push, jumped in and restarted before re-joining the circuit. When he was disqualified, it was Moss who came to his defense, saying that it was not done on the track and that Mike had done nothing wrong. The officials withdrew the disqualification and Hawthorn gained enough points to finally clench the Championship by a point from Stirling.

The other one that most people remember is in 1976 when James Hunt beat Niki Lauda 69 points to 68. This was a really bizarre year for points collection the first 6 finishers were awarded pointe as 9-6-4-3-2-1. Com-

petitors were also allowed to not count the results of one race in the first seven races and one race from the remaining eight. Half way through the season Lauda had a monumental and near fatal crash at the Nurburgring. By the miracles of medical science and sheer willpower and determination, Niki missed only 2 races and he was able to use these as his 2 'do not count' races. It was down to the wire at the last race in Japan. Lauda was 3 points ahead of Hunt so the victory seemed certain to be his. However, Mt Fuji on race day the rain was torrential and there was doubt as to if the race should be run or not. Finally it was decided to start, but with cars aquaplaning off the circuit all over the place, Niki withdrew famously saying "my life is worth more than a title". It looked like Hunt was on for an easy win, but as the track began to dry he started to lose positions. He only needed a fourth place to win the title, because of Lauda's retirement. On lap 62 was overtaken by Patrick Depailler and Mario Andretti, but two laps later Depailler's left rear tyre started to deflate and he had to pit. Andretti took the lead, but then Hunt had a deflating tyre problem. Hunt pitted, dropped to fifth and set off after Depailler, Alan Jones and Regazzoni. Depailler overtook both drivers on lap 70 and on the next lap Hunt did the same and won the World Drivers' Championship, to his great surprise. His third position gained him 4 points, beating Lauda by 1.



Kimi takes the 2007 World Championship by a point

For the record the other one point cliff-hangers were
1964 Phil Hill beat Wolfgang von Trips 34 to 33
1964 John Surtees beat Graham Hill 40 to 39
1981 Nelson Piquet beat Carlos Reutermann 50 to 49
1984 Niki Lauda beat Alain Prost 72 to 71.5
1994 Michael Schumacher beat Damon Hill 92 to 91
2007 Kimi Raikkonen beat Fernando Alonzo 110 points to 109
2008 Lewis Hamilton beat Felipe Massa 98 to 97

*I've never heard of him either but apparently he is quiet a good rally driver and has won a few middle east rallies.

Lotus global retail sales up 24% in best performance for a decade

Lotus has revealed its best annual global retail sales performance since 2011. The outstanding figures prove worldwide excitement about the brand's transformation is translating into customers buying cars.

Retailers sold 1,710 new cars in 2021, the year the iconic Elise, Exige and Evora ended production. That compares with 1,378 sales in 2020, an increase of 24%. The Elise was the global top-seller as fans sought to secure a piece of automotive history via the highly specced Sport 240 Final Edition and the Cup 250 Final Edition models.

Sales performance was impressive across the globe. In Europe, the UK was up 29%, with Belgium the star performer up 37%. North American retailers covering USA and Canada were up 111% year-on-year, which was also their best performance in 10 years.



Records were broken in the Asia-Pacific region, where Japan had its best year since 2015, Australia since 2018 and Hong Kong since 2014. Qatar, which has been selling Lotus since 2016, had its best year ever. Further evidence of the ongoing transformation of the business came in Bahrain, Thailand and New Zealand, where Lotus sold its first new cars for at least seven years.

Geoff Dowding, Executive Director, Sales and Aftersales, Lotus, commented: "Our global retailers have risen to the challenge of giving the Elise, Exige and Evora the send-off they deserved. It means we're in great shape for 2022 to focus on the all-new Lotus Emira, our last petrol-powered sports car and the best of breed."

Matt Windle, Managing Director, Lotus Cars, added: "In difficult circumstances our retailers have delivered what was asked of them and more. It's testament to their hard work, and that of our manufacturing, marketing, sales and distribution teams around the world. A huge thank you to everyone involved – what a way to move into the era of Emira."

The top 10 Lotus markets globally were:

Position	Market
1	USA
2	Japan
3	UK
4	Germany
5	France
6	Italy
7	Australia
8	Belgium
9	Switzerland
10	China

From 'The Lotus Forums'



A very young Hazel Chapman at the wheel of the surprisingly successful Mk3 Lotus

2021 CLUB LOTUS AUSTRALIA AGM AND CHRISTMAS PICNIC

Sunday, the 12th of December 2021, we caught up at Tunks Hill in the Lane Cove National Park to conduct our 2021 Annual General Meeting before kicking back for a relaxed Christmas picnic.



We rolled into the Tunks Hill picnic area to find it kindly decorated by Keith Edwards, with delicious cupcakes adorning the boardroom table thanks to Mel Valdes.

Mel also brought an impressive lowing us to broadcast the meet- our interstate committee mem- ness was completed in its usual constitution accepted and our continue steering the ship for change to note.



Anne Blackwood retired this icated service to the club. Anne, and I'm sure the club at large, have done in building a healthy, community. Thank you!



level of tech savvy to the AGM, aling via Zoom and invite some of bers to take part. The official busiefficient manner, with the updated committee offering to stay on and another year, with one important

year, following many years of dedyour fellow committee members, are most thankful for all that you welcoming and most enjoyable

Evan Jones has offered to take on the role for the next twelve months. So welcome Evan, and thank you!

With official business completed, we dispersed into the car park and picnic grounds to enjoy a lovely sunny afternoon together, a refreshing change from La Niña's recent efforts.

Thanks to Seth for the article and photos

Lotus Engineering consultancy wins 'Dynamics Team of the Year' in prestigious Vehicle Dynamics International Awards 2021

It's a fitting tribute to what's been a hugely productive and high-profile year for the team, as Lotus transitions from a UK sports car company to a global performance car business and brand.

The prize was voted for by a jury of more than 20 expert automotive media from all over the world. It's led by Adam Gavine, Editor, *Vehicle Dynamics International*, who commented: "The dynamics specialists at Lotus Engineering have perhaps never been busier. We have honoured them for their broad range of innovation, their work across a wide variety of new vehicle architectures and engineering disciplines, and their work in developing the next generation of pure electric vehicles for the all-electric future of driving."

Picking out examples of Lotus Engineering's successful 2021, the judges were full of praise for the development and ongoing commercialisation of four new Lotus vehicle architectures, first announced in April. These will underpin every new Lotus for the foreseeable future, including the Type 132, Lotus' first SUV; the Evija



Mark Edwards and Wayne Doyle with the 'Dynamics Team of the Year

all-electric hypercar; and the Emira sports car, the company's last petrol-powered model and best of breed. Customer deliveries of Evija and Emira will begin during 2022 while Type 132 arrives the year after.

The judges also paid tribute to the work done by Lotus Engineering in delivering the innovative lightweight electric vehicle chassis that is to underpin the Lotus Type 135, the pure EV sports car scheduled for launch in 2026. The platform has been developed through Project LEVA (Lightweight Electric Vehicle Architecture), a Lotus-led research programme to accelerate the development and commercialisation of all-new lightweight structures for next-generation battery electric vehicles.

The vehicle architecture – revealed in detail in September – is highly versatile, fully adaptable to provide a platform for a range of electric vehicle types with variable layouts, wheelbase lengths, battery sizes and configurations. Pioneering engineering means the vehicle structure doubles as the battery enclosure, with an integrated electric drive unit which eliminates the need for sub frames and optimises the multi-link suspension components.

This innovation means the die-cast rear is an impressive 37% lighter than that found on the Lotus Emira V6. As such, this architecture is the blueprint for the next generation of electric sports cars, and Lotus has already announced collaboration with Alpine on new models for both brands.

Other Lotus Engineering projects hitting the headlines during 2021 included the team's involvement as technical partner to Jenson Button's JBXE race team in the pioneering Extreme E global off-road race series. Collaboration with British Cycling and others led to the Hope / Lotus bike, seen by a TV audience of billions during August as the Great Britain Cycling Team won seven medals to top the table in track cycling at the Tokyo Olympics. The bike's revolutionary front-end design, featuring wider-than-usual forks to improve aerodynamics, was developed by Lotus Engineering.

This year saw the consultancy officially relocate from Lotus' historic HQ in Hethel, Norfolk, to the new Lotus Advanced Technology Centre (LATC). It's a dedicated centre of excellence in the Midlands – the UK's regional hub for performance engineering, motorsport and advanced automotive businesses – and is part of the University of Warwick's Wellesbourne Campus.

Mark Edwards, Executive Director responsible for Lotus Engineering, commented: "This award is a huge honour which recognises the exceptional year that our consultancy has had. It's a fitting tribute to everyone involved, and I know it will give them renewed focus for 2022, which is set to be another pivotal year in the ongoing transformation of Lotus."

TK&C Kokoda December 2021

On Sunday the 19th of December, 2021, a die-hard crew of Club Lotus Australia members got together at Kokoda Cafe in Rhodes for the last Tyre Kick of the year. Scroll along, and enjoy a few photos from the morning.



With our Christmas party wrapped and just a few sleeps until the big day, we descended upon the car park in front of Kokoda Cafe to







squeeze one more Tyre Kick into 2021. It was a 35 degree day, one of our first real summer days of the season, which led to a few nervous glances at temperatures on the way in (and perhaps more importantly home) and well into the silly season, but we still managed a strong turnout. As is tradition, the full range of the marque was well represented, with newer cars like the Evora and earlier Elises and Esprits on display, amongst others.

We'll be Tyre Kicking before you know it in the new year, with our Carss Park event set for Sunday the 9th and the Rhodes meeting planned for the 16th, albeit perhaps with a new location – stay tuned.

Thanks to Seth for the words and Photos

A rare Essex Lotus Esprit gets a detailing before last year's Classic automobile Show in the UK

There were only 45 Lotus Essex Esprit made and in the UK there are only 7 that are still registered to drive on the roads. One owner in the UK, intending to go to the Classic Motor Show, took his car to the car detailers 'Valet-Pro', this is their report on their preparation on the car for the show.

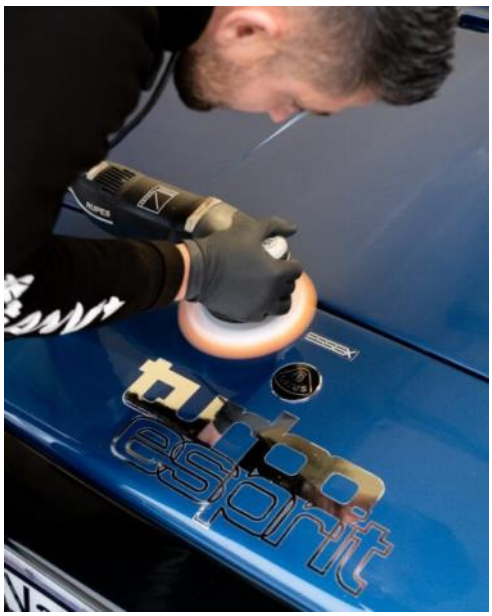


The staff at Valet-Pro look over the Esprit before work commences

"We made arrangements with the owner and took this extremely rare car into our care for 2 days in preparation for it being displayed at the show. This afforded us the time to enhance its condition so that it looked its absolute best for its time in the spotlight.

As with anything of this value, age and rarity, the pressure was on. We arranged an extensive talk and walk around with the owner, Barrie, to understand the vehicle in general and learn the history to his knowledge, primarily pin-pointing any potential 'weak' spots.

Detailing jobs vary in length. In reality, there is no finish – there's always something extra to do but it's finding where you draw the line. In this circumstance, we had 48 hours from drop-off which felt like the right amount of time for a car in its condition. The main limitation we had was with the paintwork: the history was blurred with thoughts of it being original but signs showing potential resprays & past polishing. As a result, the paint was sparse in areas and we weren't left with much to work with. As a rule, we would measure the depth of the paint to get an idea on how far to go, but due to the Lotus being Fibreglass, a material our Paint Depth Gauge wasn't fond of, it left us with little choice but to rely on old school experience.



Before we could dive into any paint enhancements, we had an exterior to clean and decontaminate. Thankfully for us, Barrie maintains the cleanliness of his Essex seemingly on a regular basis. Our main obstacle instead, was some of the seals & gaps on the Essex: to modern standards it's no competition. Around the engine bay specifically, the vents (designed for engine cooling) were large enough to fit limbs. As a result of this, it would have been havoc to carelessly Snow Foam the vehicle. Instead, we opted to lightly rinse in a controlled manner as a form of pre-wash. The vehicle ultimately did not warrant anything stronger such as our Citrus Pre-Wash, which if the vehicle had been dirtier would've been a great option since this can be applied via trigger bottles. Following this, a simple two-bucket wash offered the required level of safety and cleaning power that we needed to lightly get the Essex in shape.

As the clean & decontamination was nothing of a mission, we had more



time to focus on the details. Before commencing, decontamination was on the cards. With the fear of a chemical decon getting into crevices unreachable, we opted for (keeping it in theme) a classic, physical decontamination using our Medium Clay Bar – perfect for lightly contaminated surfaces prior to polishing. The purpose of this was to ensure there would be no stubborn spots of tar stuck between the polishing pad & paintwork when it came to polishing. If there was, the pad could catch said contaminant and induce swirls, or even scratches! However, it's not all rainbows with Clay Barring… You introduce the risk of light marring when using one, which is why we recommend only doing it if you are to polish afterwards.

Polishing is a task like no other in the world of detailing. It takes years, if not decades to master – no job is ever the same. As the industry & technology evolves, the tasks have become ever more assisted and painless. Dual Action polishers and Paint Depth Gauges in particular have been saviours for many detailers alike; however, sometimes the only way forward is by going back to the roots.

The Essex was unique in many ways. Original paint, resprayed paint, polished paint – there was a mixture of 40 year old composites and modern blends, making hardness and depth a real challenge. With our paint depth gauge out of action, experience played a major role in knowing the limitations. Using the right pad & compound combination is key in an instance like this, so our detailer Elliott set about trialing variations on the roof, coming to a conclusion that our Advanced Compound with a Medium-Heavy Polishing Pad was the duo for whatever the Essex had to throw – showcasing a balance of cut, but importantly refinability.

Before we could fully work on polishing, a thorough inspection under the light was required. It was important to mark out areas of concern thus not forget them. Due to the nature of the paint, mostly suggesting prior polishing work, we had suspicions that there was not much of a top layer to work with, so the entirety of the vehicle was worked on with caution. However, this made working over the vehicle quicker than anticipated since fewer passes were initiated, but at the cost of not being fully perfected. The risk of burning through was too great and not worth the reward. The more time-consuming parts were intricate areas around fuel caps (there are two!) and decals; for this, the Hybrid Nano polisher was put to use, because sometimes 1" is better than 6"!

In the end, nothing completes and makes a vehicle shine like a natural Carnauba Wax. We opted for Beading Marvellous as it was only fitting for the show lights at the NEC show venue. As Barrie said himself, the blue on the Essex became ever so deep from a shine & depth perspective – something he's been trying to achieve for years.

And just like that, the car was handed back & put on show at the Classic Motor Show 2021.

From "The Lotus Forums"

Answer to last months "Now who Said That?"



Last months quote was

"I told Colin I would buy the car if my trombone could fit in the boot!"

Alan Pate was first with the correct answer of Chris Barber.



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 first priority is to finish above rather than beneath the ground."

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. However he didn't drive for Lotus but did win a World Championship.

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
Feb-22				
	Sunday, February 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, February 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Mar-22				
	Sunday, March 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, March 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, March 27, 2022	CSCA Rnd 1 CLA	8	Wakefield Park
Apr-22				
	Sunday, April 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Monday, April 11, 2022	HSRCA 1 day race meeting	8.30 am	SMSP North Circuit
	Sunday, April 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, April 23, 2022	CSCA Rnd 2 SCCA	8.00am	SMSP South
May-22				
	Sunday, May 8, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, May 15, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Jun-22				
	Saturday, June 11, 2022	Sat/Sun Sydney Classic HSRCA	8.00am	SMSP
	Sunday, June 12, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, June 19, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, June 25, 2022	CSCA Rnd 3 MG N,castle	8.00 am	Pheasant Wood
Jul-22				
	Sunday, July 10, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, July 16, 2022	CSCA Rnd 4 TSOA	8.00am	Wakefield Park
	Sunday, July 17, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Aug-22				
	Saturday, August 13, 2022	CSCA Rnd 5 MOCA	8.00 am	SMSP GP Cct.
	Sunday, August 14, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, August 21, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Saturday, August 27, 2022	CSCA Rnd 6 MGCC	8.00 am	Pheasant Wood
Sep-22				
	Thursday, November 10, 2022	Sat and Sun HSRCA Race Meeting	8.00am	Wakefield
	Sunday, September 11, 2022	All Britisk Day at Kings	8.30am	The Kings School Parramatta
	Sunday, September 11, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, September 18, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Oct-22				
	Sunday, October 9, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, October 16, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
	Sunday, October 23, 2022	CSCA Rnd 7 JDCA	8.00 am	SMSP North
Nov-22				
	Sunday, November 13, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, November 20, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Kokoda Café Rhodes Park Rhodes
Dec-22				
	Saturday, December 3, 2022	Sat Sun HSRCA Summer festival	8.00am	SMSP

For Sale



Lotus Elan 1973 +2 Limited Edition 130/5. The last of the model run fitted with the factory 5 speed gearbox and big valve T/C engine. Subtle mods include solid CV driveshafts, TTR springs and shocks (road not track spec), geared starter motor, new clutch plate and new Continental tyres.

PLUS, current engine has a capacity of 1840cc with a steel crank (84mm) and forged pistons (83.5mm). This engine was built only 6 months ago with all top quality components including a Scorcher ignition system.

The original engine will also be included which has matching numbers as verified by the original bill of sale. This engine is also in excellent order and has compression in the range of 175-185psi. Cream leather interior, very sumptuous! Not Concours but almost. Asking $60k but will consider a sensible offer. Much more detail and photos available on request. Richard Carter 0409993606.



Wanted

I am trying to find someone who can 3D scan the interior of my Esprit so I have a dimensionally accurate representation to assist with making custom parts.
The problem is I have contacted 4 Sydney companies and not one of them have bothered to get back to me.
I wonder if amongst our members there is someone who has access to a 3d camera/Scanner and would be prepared to help out? I am happy to pay for the service.
Geoff Winder <winder@mac.com>

I live in Wollongong and am working towards getting a 1981 Lotus Eclat S2 back on the road. The motor and transmission are currently undergoing work.

I am in need of a new windscreen as the existing screen is cracked quite badly.

While at this stage I am not a member of the club, I was hoping you may be able to point me in the direction of a possible supplier of windscreens for an Eclat or to any of your members who may provide a second hand screen for the car.

George Wood0407 247 452

G'day my name is Harry, and I am looking for a 1600 twin cam engine for
>a 1967 Lotus Elan . Any help you can give is greatly appreciated.hdriver28@yahoo.com.au

Wanted : a padded storage bag for a 2020 Elise hardtop

: John Hurney hurney@bigpond.com

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

FOR SALE

1974 White Lotus Elite has had a complete rebuild has club plates
1976 Red Lotus Elite California has side clearance lights, pollution equipment, soft rubber impact bumper bars
1976 Red Lotus Elite
1 Lotus Elite workshop manual
1 Lotus Elite service parts manual

All have been garaged and some spare parts. All cars have original Lotus mag wheels. To be sold as 1 lot $35,000 or ONO

e-mail outerbarcoo@aol.com. mob no: 0421394202 Peter

For Sale

1992 Lotus Esprit Turbo S3 SE High wing

Very good condition throughout, 75,400 km. This is the ONLY Australian-delivered High wing. 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











