JUNE 2022



Chunky's Chatter

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



Inside this issue

- Round 2 of the NSW SCSA report
- A chance meeting in Bolzno Italy
- The Lotus 25 celebrates its first win 60 years ago this month

June 2022

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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO A collection of invaluable early Lotus at Castle Combe track day recently in the UK,

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
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

CLA Tasmania Contact: Robert Verhey robertverhey@yahoo.com.au

CLA WA Contact: Lena Rossides 0402 291 838, LenaRossides1@gmail.com, Caroline Spillett cspillett@gmail.com, Steve Grobler (WA Historic register) steven.grobler@iinet.net.au. CLWA.coordinator@gmail.com

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

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.)

Lotus Club Queensland meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

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

Club Lotus Australia Committee

President: Ashton Roskill 0478 478 796 , president@clublotus.com.au

Vice-President: Evan Jones evanj@optusnet.com.au, 0411103043.

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

Secretary and Public Officer : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au , motorsport@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Rob Costa (02) 9597 1470, ricosta@southhouse.com.au

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

CLA Website: Seth Reinhardt seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@bigpond.net.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au
Sevens & Sedans:

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, winder@mac.com

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents Prattle
With Ashton Roskill





Welcome to Winter everyone.
Not that those of us in NSW anyway would have known the difference from the misery of the last few months, but enough of that.
On far more exciting matters, May saw the arrival of the launch model of the Emira into Australia, and to Sydney for two weekends.
Accompanying the car (or perhaps it might be more appropriate to say accompanied by the Emira) were the very engaging Matt Windle and his senior leadership team, full of enthusiasm and, frankly, very encouraging and grounded hope for the future of Lotus. This included a clear articulation of the sportscar versus "lifestyle" car ranges, and go-to-market strategies, which encouragingly keeps a discrete differentiation between the Emira and the recently announced Eletre (which, by the way, will be a rocketship!)
Included in the unveiling ceremony in Sydney was a concise and very informative set of presentations from Matt and the team on the company, product and engagement strategies (collectively Vision 80) for the next few years through to the 80th anniversary of the founding of Lotus in 2028.
There are certainly exciting and different years ahead of Lotus as they navigate into the future of EVs with parent company Geely. Add in Lotus Engineering opportunities such as the exciting collaboration recently announced with Alpine, the until-recently nascent performance car arm of Groupe Renault, and there is definitely an exciting future.
Having arrived earlier that week into Melbourne, the Emira (and the Lotus leadership team) then headed off to the Simply Sports Cars Bathurst Track Day before heading to Brisbane, and then back to Sydney.
The comments and reviews from those who have now seen the car in the flesh are overwhelmingly positive, and those lucky enough to drive it (or be driven in it by e.g. Gavin K at Hethel :)) have commented that the poise and set up belie the slightly larger size of the car.
And that's before we get a view of the recently announced GT4, six of which are already ordered for Australian customers.
Other than that excitement, the month was a bit quieter than we would normally expect, largely due to the terrible weather that has persisted, dampening everyone's enthusiasm for getting open-topped cars out even for a short run to the Tyre Kick and Coffee events.
We do however continue planning for the events later this year (and of course the next round of the CSCA series is on June 25th, in case you haven't entered yet!):

- the Shannons Classic is on ? 14th? August (tickets available from Evan) - it will be celebrating the Elan's 60th birthday, so anyone with an Elan wishing to join me (or better yet a concourse-standard one to put in pit lane) please get in touch with Evan;
- the All British Day (oh my goodness, remember them?!) will hopefully be happening at Kings School in September - exact date TBC, but we will get the usual fistful of tickets, and hope for fine weather between now and then to allow us to drive onto the fields;
- our Tour of Tasmania is coming together really well, and we'll be issuing an updated itinerary, costings and firm booking details shortly - currently with the EOIs we are almost fully subscribed, so if you are still wavering, I would recommend getting a shimmy on, as EOIs get first dibs, obviously! We will at this stage stick to the cap of 25 cars as it makes for a most convivial event.

and finally, the planning for the Club's Golden Jubilee celebrations are progressing well, with the most likely location being in the Blue Mountains sometime around the middle of next year - keep an eye on this space.

On a personal note, my Eleven is finally ready for pickup from the Automotive Craftsmen's workshop in Brisbane, so I am heading up there next weekend to "accept" it back from them and load it on a transporter (no, I'm not trusting myself with either trailering it or driving it down), and very much looking forward to catching up with long-unseen friends up in the Gold Coast. I can't believe it is over three years since I was last there (finishing Gidget before she went to China).
I've also finally got the first of the Range Rovers in under cover so I can start getting it stripped out and the rust repairs undertaken to enable it to get a pink slip. Plan is to get the Suffix F the one below) roadworthy and useable, then spend a bit longer doing a proper job on the Suffix D as a keeper, and then the Suffix F will be for sale. Any takers? Photo below doesn't do it justice :)



Take care, and I look forward to seeing you out and about soon; in the meantime, keep safe, upright and on the blackstuff,
Pip pip
Ashton

From The Editor
Tom Devitt



On Saturday and Sunday the 14th and 15th May, Donington's Auction house in Melbourne held an auction of the late John Blandon's motoring memorabilia. There were books, models and old motoring signs. I was mostly interested in the books but was amazed what some of the memorabilia went for. Old petrol bowser tops and tin signs advertising oils and fuels fetched tens of thousands of dollars even the ones in poor condition. I managed to get a couple of bargains amongst the books although this area of the auction was mostly dedicated to Ferrari collectors.

Plans are well underway for the 50th Celebration of the formation of Club Lotus Australia. Even with 50 years of history there are still many of the Clubs founding members still around and active. The committee will do its level best to ensure they come along. Sadly time has taken the founder David Levy as well as member number 1 Adrien Schagen (given No one since he had owned a Lotus the longest when the club was founded). Additionally, Spencer Bates and Grahame Howard were absolutely unforgettable characters who are no longer with us. The celebration will probably comprise of a meet up on Friday afternoon some shenanigans on Saturday followed by a 'knees-up' dinner in the evening and a farewell on Sunday. Your committee is still finalising the dates but be ready to jump in and join the gang, if you have been a member for 50 years or one month.

Lastly, I would like to dedicate this issue of the magazine to my darling dog Ruby

We lost her on the 1st June to a virulent liver cancer that was spreading through he body alarmingly quickly, she was far too young to have such a terrible affliction. I have never had a more gentle, loving, faithful, and true canine companion than her.

I write this with a great heaviness in my heart.

Farewell Ruby RIP

Tom



Ruby at Sussex Inlet watching the Kangaroos in the back yard.

ROUND WRAP-UP & GALLERY: CSCA 2022 ROUND 2, HOSTED BY THE SPRITE CAR CLUB OF AUSTRALIA

Images thanks to Syd Reinhardt



Round two of 2022's CSCA super sprint series was held over the weekend on Sydney Motorsport Park's south circuit, kindly hosted by the Sprite Car Club of Australia.

Despite dire predictions of rain, and its persistent presence in the days leading up to the event, Saturday dawned dry and conditions only improved through the day.

A strong entry of 60 cars set times during the sprint, with 21 of those being Club Lotus Australia drivers. We were pleased to welcome Grant Paisley for his first run with the club in a lovely Eleven replica.

Tim Mackie drove his Honda-powered ex-Kirrapak S1 Exige race car for his first run of the season and quickly put it at the top of the timesheets. Tim was the only driver to get under a minute, running a 59.78 for the fastest time of the day.

MG Car Club Newcastle driver William Pearson went second quickest in the Williams Sports Race, running a 1:01.91. He was followed closely by CLA driver Colin Rudd, fastest M2 in the Elise 220 Sport. Just a few tenths behind, Christopher Daniell put in a 1:02.77 in just his second outing on the circuit, while Hassan Aly completed the top five with a 1:03.43 in the 2000 Elise, fastest in R1.



After devoting his day at our CLA-hosted round one to ensuring the smooth running of the sprint, Gino Valdes was back on track on Saturday in the '07 Exige S. He went quickest in P2 on a 1:03.91. Mark Meletepoulo ran a 1:04.25 in his '04 Elise, followed closely by Len Goodwin in the Elan 26R, who went fastest in CD1 on a 1:04.30.

MGCCN driver Grahame Baxter broke our Club Lotus Australia streak in the top ten with a great lap in his Mitsubishi Evo 7, but Thomas Mackie was able to bring it back in his first run on the circuit. He put in an impressive 1:04.73 just ahead of Graham Allen in the 2018 Elise.

Brett Stevens was back behind the wheel of his 2021 Exige after running in Colin Rudd's car at round one, and put in the quickest M3 time of the day – 1:05.66. Garth Selig was back on board Syd Reinhardt's 1963 GSM Dart for the day, driving under the HSRCA and this time surviving the noise meters to complete the whole day, finishing on a 1:05.81.



Commodore driver Peter Deller and Christopher Pearse in the 2021 Exige 420 attempted to run the same lap time, finishing on 1:06.0672 and 1:06.0676 respectively. Peter's brother John was just a few tenths slower on 1:06.39.

Melanie Valdes encountered a bit more excitement than you'd prefer on the way to her 1:06.55. She picked up a puncture on her driver's side front that caused her to overseer at turn six. Garth in the Dart was just behind her at the time and the two had a very gentle coming together that thankfully didn't cause any significant damage.

Mel and Gino took the car to Bob Jane on Sunnyholt Road in Blacktown, who fixed the tyre in less than ten minutes and refused to charge. We'd like to extend a special 'Thank you!' to Jason at Bob Jane Blacktown – he and the team went above and beyond and got the pair back on the track having missed just a single session. If you're in need of new tyres, please give Jason a call!

Derek Mock was just a hundredth behind Mel, running a 1:06.57. Meanwhile Ashton Roskill managed a 1:07.69 in the '61 Elite before he used up his tyres and took an early mark.

We're thrilled to see siblings Derrick and Tina Cho establishing themselves as regulars after first joining us last year. Derrick steered his 2002 Honda Civic to 1:09.93, while Tina ran a 1:12.73 in her 2016 WRX. Grant Paisley thoroughly enjoyed the run in his Lotus Eleven replica, running a 1:18.28, while on the other end of the spectrum John Bott was sadly only able to get two laps in piloting the Skyline GTR.



A huge 'Thank you!' to the Sprite Car Club of Australia for organising another very smooth and enjoyable day of super sprinting, as well as Sydney Motorsport Park for hosting.

Round three will see us off to the compact Pheasant Wood Circuit layout on Saturday the 25th of June, to be hosted by our friends in the Triumph Sports Owners Association NSW.

Sydney CLA member (and Europa owner) has a wonderful moment during his recent holiday in Italy



"We are on a family holiday and arrived in Bolzano yesterday for lunch.

By coincidence there was a gathering of Porsche 914/6s outside our hotel. Having empathy for these owners, like Europa owners being the forgotten part of the family, I asked a fellow standing there if maybe one of the Porsche owners also owned a Europa.

He was by chance President of the local old timers car club. When I asked him if he had an old Porsche he apologised, informing me he "only" had a GT3!

Well, not only did he introduce me to Johannes Dix, who owns an S1 as well as a magnificent 47, he suggested I meet Elisa Artioli who just happened to be standing there as well!

Lotus is so lucky to be associated with such a warm and welcoming person as Elisa.

What a way to start our visit to Bolzano!"

Cheers,

Chris





The Revolutionary Lotus 49 turns 55 This Month



Jim Clark being congratulated by Colin Chapman after winning with the 1967 Dutch Grand Prix, the Lotus 49's first World Championship race

After struggling with the Lotus 43 during 1966, Chapman and his chief designer Maurice Philippe went back to first principles and designed the revolutionary Lotus 49 from the ground up. This was the first F1 car to be powered by the Ford Cosworth DFV engine, after Chapman convinced Ford to build an F1 power-plant.

The 49 was an advanced design in Formula 1 because of its chassis configuration. The specially-designed engine became a stress-bearing structural member bolted to the monocoque at one end and the suspension and gearbox at the other.

Jim Clark won on the car's debut, in 1967, (and it would also provide him with the last F1 win of his career). in 1968 Graham Hill won that year's title and the car continued winning races until 1970

The 49 was a testbed for several new pieces of racecar technology and was the first F1 car to wear the John Player tobacco colours after Lotus signed a very lucrative deal with British Tobacco.

Additionally, Lotus was the first team to use aerofoil wings, which were introduced at the 1968 Monaco Grand Prix. Originally they were bolted directly to the suspension and were supported by slender struts. The wings were mounted several feet above the chassis of the car for effective use in clean air, however after several breakages which led to dangerous accidents, the high wings were banned and Lotus was made to mount the wings directly to the bodywork.

In testing, Graham Hill found the Lotus 49 easy to drive and responsive, but he initially found the power of the Ford engine difficult to handle. Jim Clark won its debut race at Zandvoort with ease and took another three wins during the season, but early unreliability with the DFV ended his championship hopes. It had problems in its first race for Hill, and it had spark plug trouble at the Belgian Grand Prix, held on the 8.76 mile (14.73 kilometer) Spa-Francorchamps. Clark and Hill fell victim to its reliability issues at the French Grand Prix, held at the Le Mans Bugatti Circuit (a smaller circuit using only part of the track used for the Le Mans 24 Hours), and lost to Jack Brabham. Clark then ran out of fuel at Monza during the Italian Grand Prix. Mechanical failures cost Lotus the championship that year, but it was felt that 1968 would be a better year after Cosworth and Lotus perfected their designs, which were clearly the way forward.

In 1968 Jo Siffert also drove a 49, owned by Rob Walker, to win the British Grand Prix at Brands Hatch that year, the last time a car entered by a genuine privateer won a championship Formula 1 race. The 49 also took Jochen Rindt to his first victory, in 1969, at Watkins Glen, New York, before he drove the type to its last win, in the 1970 Monaco Grand Prix.

The 49 was intended to be replaced by the Lotus 63 midway through 1969, but when that car proved to be a failure, an improved version of the 49, the 49C, was pressed into service until a suitable car could be built. The 49 took twelve wins and contributed to two drivers' and constructors' world championships, before it was replaced by the Lotus 72 during 1970. The final appearances of the 49C were in 1971, with Wilson Fittipaldi finishing ninth in the 1971 Argentine Grand Prix, and Tony Trimmer finishing sixth in the Spring Cup at Oulton Park.

Of the twelve 49s built, as best as I can tell, seven remain.

The monthly Sandy Bay, Hobart get together of interesting vehicles for their May get together











The Story of Lotus – Live from the BBC Television Centre as part of the unveiling of the Lotus Eletre



As a dramatic and engaging opening to the world premiere of the Lotus Eletre – broadcast live across the world – it's hard to think of anything better. 'The Story of Lotus' was brought to life by a cast of talented actors and dancers in a six-minute production, filmed in one (very well-rehearsed) shot.

The show took place outdoors, under the watchful eye of the iconic Helios statue in the circular central courtyard at BBC Studios, London. It was just down the corridor from where the seated audience of more than 200 VIPs were watching on screen.

The film starts in black and white, focused on a glitterball at a 1940s tea dance where a young Colin Chapman first met Hazel Williams, his future wife. It moves through the development of his first vehicle, the foundation of the Lotus business and its early motorsport success. Next up were the legendary Formula 1 wins, plus the new road cars of the 1970s and 1980s, the Elite and Excel, showcasing Lotus' desire to develop more practical four-seater cars aimed at families.

For the 1990s, Elisa Artioli – both young and older – had a role in the story as the inspiration for the name of the Type 111, the Lotus Elise. Moving through the millennium, the film shows how Lotus built the Tesla Roadster at Hethel and how it's now the only car in space. The production ended with Matt Windle, Managing Director of Lotus Cars, presenting the Lotus Evija, the world's most powerful production car.



The show got a great reaction from the live studio audience and thousands watching online, but how was it all pulled together?

The show had a cast of 22 people, 12 dancers from the Laine Theatre Arts School in Surrey, plus another 10 actors playing key characters from Lotus' past.

Originally the plan was to re-create a series of scenes, but once the BBC Studios were confirmed as the venue, the idea of a one-take film was proposed.

The creative team sat with Clive Chapman, the son of Colin and Hazel Chapman, to get his input on the script. Several elements including the hat-throw, using Hazel as inspiration for the logo and the meeting of Colin and Hazel at a dance came from that session.

Clive lent the production the Austin Seven, the Lotus Type 72, the Lotus Eleven and several other props.



Rehearsals started 15 days before the show in a very unglamorous west London warehouse. The rehearsal space was much smaller than the Helios, so the production was split into seven sections which were then linked once the team was on site.

The camera operator, Damian Watson, joined the cast from day one for rehearsals – a very unusual step – and played a central role in the choreography of the sequence.

Rehearsals were filmed each day and then edited together for key staff to review and make notes.

During rehearsals, pop band Little Mix were in the studio next door. They could be heard through the wall whenever the Lotus team paused their music.

Custom elements of the set, including the trophy cabinet and the inside of Colin and Hazel's house, were designed and built to be pulled apart to allow the camera operator to get through the gaps. Period props were hired from three different suppliers.

Wardrobe designer Hannah Wing created custom costumes which allowed the actors to be layered up for several scenes. Each layer was secured with magnets, allowing the cast to rip off the top layer as they completed one scene and moved to the next.

On the first rehearsal day, the planned lunch didn't arrive for the crew. The production team led 15 of the cast down to a nearby McDonalds to order catering for 40 people and created a massive traffic jam outside the drive-through!

Reprinted with kind permission of the Lotus Forums

VALE: Billy Thompson. By Marc Schagen



I have been notified of the sad passing of Bill Thompson, affectionately known as "Billy T".

I first met Bill in the mid-1990's when he purchased a series one Elan and was chasing early history on it. We became friends and I often called in to visit him at Bodalla on the South Coast where he and Kate owned a service station on the Princes Highway. The Elan was yellow and had been a race car earlier in its life, having been owned by Len Goodwin. He painted it British Racing Green and ran it in club events and lap dashes. He sold it because he found it difficult to get comfortable due to a back condition. That car is now with John Culvenor and has been restored to a very high standard. John sent Bill a photo of the finished product recently and I believe that Bill would have approved of the result.



After fighting with one of the major oil companies for years, which I believe had a very detrimental effect on his health, he and Kate retired to the Albury area some twelve years ago.



Bill's last few months were not pleasant as he spent it in a nursing home after doctors misdiagnosed a serious back issue and he became a paraplegic. He was 82 years old.

He is survived by his wife and long-time partner, Kate.

Marc

It Doesn't have to be about Lotus does it?

The ex-Bob Jane lightweight e Type goes for a record figure at auction earlier this year It also marks the 55th Year since the tragic death of Lorenzo Bandini at Monaco



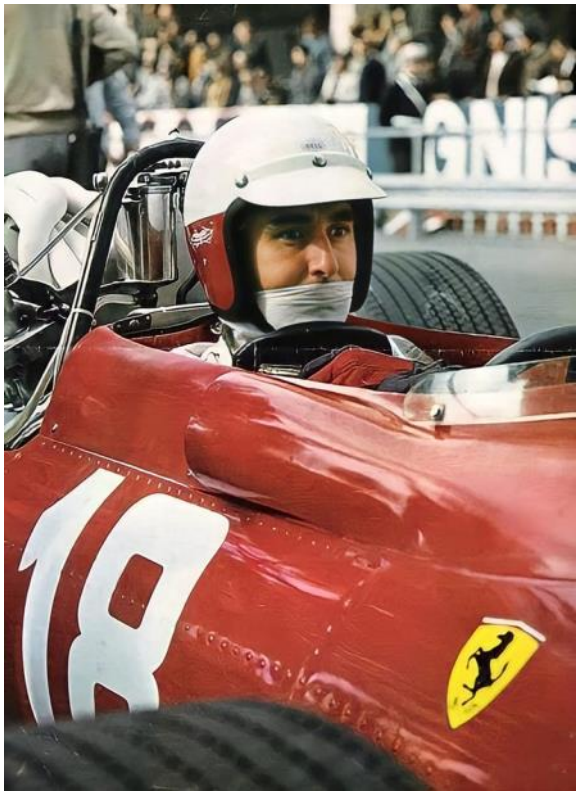
That figure was $9.61 million dollars. That's how much this 1963 Jaguar E-Type Lightweight sold for at Bonham's Scottsdale auction on January 19. earlier this year. Those of you with longer memories might well recall Chassis S850667 claiming the Australian GT Championship in December 1963 on its very first run-out in anger. That was at Calder, Victoria and in seven races during the next season, Jane was on the podium at least six times.

The car then went to Europe, came back to Australia and in 1965 set a class record of 150mph at Bathurst. It was then used as a promo vehicle for Bob Jane's T-Marts before being sold in 1980 to Peter Briggs, owner of the York Motor Museum in Western Australia. There it remained until 1999, when it went to the US, selling at the time for $80,000 to somebody with a real eye for a bargain.

Just 12 examples of this model were constructed in-period, making the the E-Type Lightweight rarer than Jaguar's C-type (53 built) or Ferrari's 250 GTO (39 built, including three 330 GTOs). Therefore, they don't come up for sale all that often, and a storied example such as this with less than 4000 miles on the clock was always going to generate serious interest.

Lorenzo Bandini was a F1 driver for Ferrari in the 60's. In 1964. Bandini had his best Formula One season. He won the first Austrian Grand Prix at Zeltweg and scored two more podiums in Germany and Italy. At the Mexican Grand Prix, Bandini was running second when he decided to let his teammate John Surtees pass, enabling him to score enough points to win the World Championship.
In 1966 Surtees left Ferrari in mid-season. Bandini was promoted to team leader. He was unlucky not to win the French and US Grands Prix that year which he dominated before mechanical problems intervened while he was holding a huge lead. Bandini's best finish was a second place at the Monaco Grand Prix in a 2.4 litre V-6 Ferrari behind Jackie Stewart's BRM. Later in the season Bandini helped director John Frankenheimer with his movie *Grand Prix*. Bandini recommended the location at the harbour chicane for a crash scene in the movie filmed at the Monte Carlo circuit, tragically this spot would be the site of Bandini's death in the

race one year later.
In that race Bandini moved to the lead in the first few laps. Brabham's Repco engine blew up almost immediately, at Spélugues cruve, and he spun in front of Bruce McLaren and Jo Siffert who collided taking avoiding action. Only Siffert damaged his car and had to pit for repairs. Brabham continued, but was losing oil from Mirabeau to the port, whilst Clark had to take to the escape road after slipping on Brabham's oil (Brabham retired at Mirabeau with a blown engine as a result.)
On lap two Clark went off and dropped to the rear of the field, while Hulme and Stewart managed to pass Bandini into the lead after he too slipped on Brabham's oil. Hulme stayed in front until the sixth lap when Stewart swept past, until his crownwheel and pinion broke on lap 14. Hulme re-took the lead. The race settled down with Bandini second, McLaren third, after the departure of Surtees, with an engine failure. Clark's heroic battle from 14th up to fourth ended with broken shock absorber on lap 43.
In the second half of the race, Bandini began to close in on Hulme. McLaren was holding Amon at bay until he was forced into the pits to change a battery. This dropped him behind Amon and Graham Hill. Piers Courage in the BRM had spun out on the hill just out of Sainte Devote by lap 65 and retired immediately after pulling off the track.



Lorenzo Bandini on pole position alongside Jack Brabham

On lap 82 disaster struck. Bandini's chase ended in horror when he clipped the chicane and hit a hidden mooring head, with the car turning over and exploding into flames amongst the straw bales. Bandini was trapped in his car while it burned. The rescue operation was hopelessly inadequate, the intervention was very slow and precious minutes passed before the fire was extinguished and Bandini was rescued and rushed to hospital. The rescue was not helped by a helicopter carrying a television camera crew, as it hovered at low level, the downdraught from the rotor blades fanned what remained of the fire, which reignited with a new ferocity.



At the moment of impact

Meanwhile, Hulme continued to lead the race to the finish unchallenged. With just eight laps to go, Amon suffered a puncture and dropped to third, with second going to Hill. Bandini suffered horrendous burns and died of these injuries three days later, the tragedy overshadowing Hulme's first victory. This was the last Monaco Grand Prix that was to run for 100 laps.
Following the sad events of this race, straw bales were banned from Grand Prix circuits. The development of fire-retardant fuel systems and flameproof clothing for both drivers and marshals was accelerated, and never again would a TV camera crew be allowed to fly a helicopter low over a burning car. Bandini's funeral was held in Reggiolo on 13 May, 100,000 people attended the funeral. He was later buried in the Lambrate cemetery, in Milan.

The Lotus 25 and Jim Clark's first GP win, 60 years ago this month

60 years ago, this month Jim Clark took his first international win at the 1962 Belgian Grand Prix at Spa-Francorchamps on the 17th June.



Jom Clark with a clear lead towards the end of the race

Spa was a circuit that Clark never liked (in fact few drivers did) He was driving the New monocoque Lotus 25 and several drivers had reservations about this new type of car. Trevor Taylor described it to author Bill Gavin as "a bath full of fuel on wheels". Jim had a miserable practice session with the engine failing after only a few laps and when he borrowed team-mate Trevor Taylors car, the gearbox decided to give up the ghost. The result was that he started from the 5th row of the grid, with a new engine and gearbox that were hastily flown over from England and fitted the night before the race.

In his book ***Jim Clark at the wheel*** he recounts the start. "I decided to risk making a dash to the right at the start to see if I could feel my way through the pack in front". Very soon there was a pack if 5 cars in the lead group, Graham Hill (BRM), Trevor Taylor (Lotus). Willie Mairesse(Ferrari). Bruce McLaren (Cooper) and of course Jim.

Throughout the race the lead kept changing all the time but soon it was Taylor, Mairesse and Clark, with Trevor and Willie often side by side "I decided if I had the chance I would nip through them when they were not looking and try and pull away from them. This I managed to do and later on I was glad I had" Seven laps before the end of the race, the Ferrari and the Lotus touched and the cars speared off the road instantly. Both drivers were thrown from their cars with the Ferrari catching fire. Mairesse sustained minor injuries and Taylor was unhurt. But Clark was clearly in the lead and he pushed on to record the fastest lap of 3 minutes 55.6 seconds, 1.4 seconds quicker that pole sitter Graham Hills fastest lap. Jim went on to win from Hill by 44,1 seconds, but continuous mechanical failure robbed him of the 1962 world championship. That would have to wait another year.



Not a very good photo but it is interesting to look at Clarks eyes

TD

CARSS PARK TYRE KICK & COFFEE, MAY 2022



On Sunday the 8th of May, 2022, we took a brief break from our Mother's Day commitments to catch up with our mates in the club at By the Bay Cafe in Carss Park.

With the sun making a rare appearance to bless our mums with a gorgeous day, and many of the lower car parks closed, our usual peaceful spot became a hive of activity, but we nonetheless manage to secure an area of our own. A good roll-up helped our candy-coloured collection stand out, and all enjoyed a relaxing catch-up in the sunshine.

Next month's Tyre Kicks will be on Sunday the 12th of June at By the Bay Cafe, and the following Sunday, the 19th, at Gough Whitlam Park. Come along and say 'Hi!'

CLUB LOTUS AUSTRALIA
50 YEARS

1973 2023

Tony Brooks the last of the GP driver of the deadly 1950's passed away last month

The last surviving winner of the 1950's era of grand Prix's, Charles Anthony Standish Brooks, (Tony), Passed away on the 3rd May this year. He won six grand prix during one of the sport's deadliest eras, making his championship debut with BRM in 1956 and retiring in 1961 at the age of 29. He also drove for Vanwall, Ferrari and Cooper. Motor-sport's Nigel Roebuck remembers "I still recall an item on the BBC's Sportsview one evening in October 1955. It told of a grand prix victory by a British car, the first such since 1924, and the win had come not from Moss, Hawthorn or Collins, but from Tony Brooks, in a Connaught, at the Syracuse Grand Prix.



Tony in the Aston he shared with Peter Collins

Brooks cane from a long line of family dentists and was studying to become one himself. As a young man he dabbled in motorsport with a Healey and Frazer-Nash and in 1955 Joined Peter Collins to drive a works Aston Martin where the came third in the Goodwood 9 hour race. But fame was just around the corner. In an interview with Simon Taylor in 2013 Tony recalls "People always have trouble believing this. There I was, swotting away, when a phone call came through from Connaught: would I like to drive one of the cars at Syracuse? Frankly, they couldn't find anyone else! I had never so much as sat in an F1 car, but I rather absent-mindedly said yes, and put the phone down."

"Perhaps it was fortunate for me that I was so preoccupied with my finals. I worked during the flight, and never gave much thought to the race. When I got there the transporter had not arrived, so we missed the first practice day. I hired a Vespa to learn the circuit in the evening! I managed to get some idea of which way it went, and the following morning I had my first experience of an F1 car."

The factory Maserati 250F's were the favourite and also the quickest which they quickly proved on practice day. Brooks recalls his car "The Connaught handled beautifully but was short of power. As well as that, the Alta engine had been developed to its limit — and a bit more — and the team's reliability record was awful. 'Don't do too much practice', they said, because they were terrified of not getting the starting money."

Whilst the Maserati's lead for the first few laps, by lap 10 Brooks was magically in the lead. 'I don't know quite how, and after that my only worry was getting the car to the finish. Once in the lead I cut back by at least 500 revs but continued to drive very hard through the corners." Luigi Musso in the first of the Maserati's was 51sec behind at the flag, and the crowd was stunned by the result. So, too, was Brooks.

Connaught knew they had a champion on their hands and offered him a drive for the 1956 season, but Brooks instead went with Mike Hawthorn to BRM, not, as it turned out, a very smart move. "BRM's unreliability was almost a legend, but on paper the car was a flier. A good development team could have sorted it out, but that they didn't have. That car was lethal! You had to corner it geometrically — if you tried to drift, it would just fly off the road. Mike had a long-chassis car, and in that you had at least some control. I had a short-chassis one…" At the '56 British Grand Prix, Tony has a terrible accident but was fortunately thrown out of the car to sustain only minor injuries.

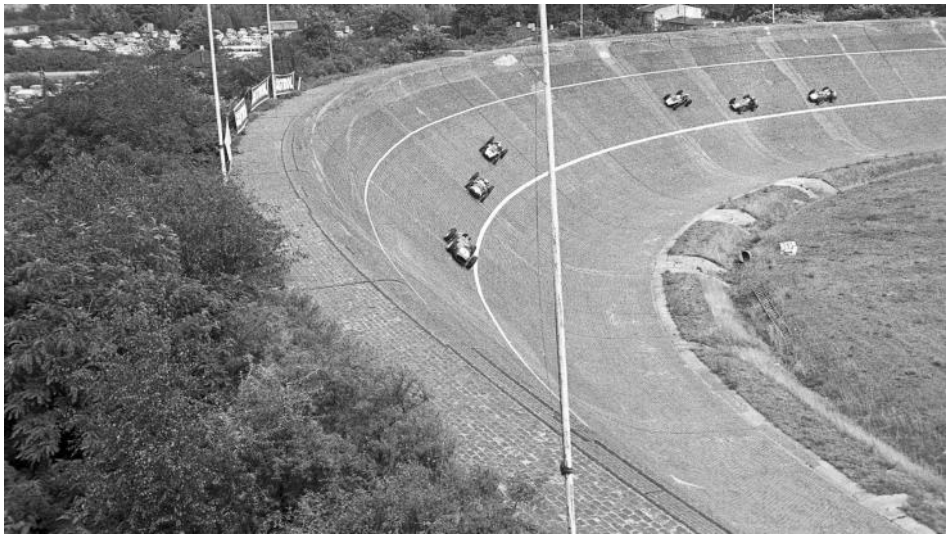


Tony in his F1 Ferrari

In 1957 he joined Stirling Moss at Vanwall and at Monaco finished second to Fangio. At the British GP he was not feeling very well due to an earlier accident in an Aston Martin and soon dropped down the field. He was called in to giver his Vanwall to Moss whose car was playing up. Moss went on to victory so he and Tony shared the win.

For 1958 Tony remained with Vanwall, alongside Stirling. Each won three grand prix, and there was virtually nothing

to choose between them. It says much for the kind of driver Brooks was that his victories came at the classic circuits: Spa, the Nürburgring and Monza.
"I particularly loved Spa. It seemed to me the essence of a true grand prix circuit: very quick and calling for great precision, with no margin for error.
"Nobody will persuade me there isn't more of a challenge to the driver if he knows he might hurt himself if he goes off. Brick walls and trees and ditches instil a discipline, believe me! I can remember drivers who were quick on 'aerodrome circuits', but no threat at all on true road circuits."



Leading the pack on the Avus "wall of death" in 1959

Brooks' last season with a competitive car was '59, when he led the Ferrari team. By now Cooper had swung a lamp over the future and front-engine F1 cars were in their death throes, but Tony won at Reims and Avus, and went to the final race at Sebring as a world championship contender, together with Moss and Jack Brabham.
"After the shunts with the BRM and the Aston, I felt I had a moral responsibility to take reasonable care of my life, and that philosophy may well have cost me the title in '59.

"On the first lap at Sebring, I was hit by 'Taffy' von Trips, my team mate, in the rear wheel, and my natural inclination was to press on — believe me, that would have been the easiest thing to do — but I made myself come in to have the car checked over. I lost half a lap doing that, and still finished third: Stirling retired, and Jack ran out of fuel near the end! Still, in my own mind, I think I did the right thing."
Thereafter, Brooks drove for two more years, 1n 1960 he drove a Lotus 18 with a Vanwall engine without success but by then his thoughts were focused on the future. He was now married, with children, and had never envisaged a long career in racing. At 29, he retired to concentrate on a thriving garage business at Weybridge which also had the Lancia dealership. He took away with him one of the greatest talents the sport has known.
Some years ago Stirling Moss says that if he were running an F1 team and could have any two drivers from history, they would be Jimmy Clark and Tony Brooks. Can there be higher praise?

Answer to last months "Now who Said That?"



Last months quote was

"I have built performance cars all my life, and their time, unfortunately, is pretty much over"

Evan Jones was the winner with Gordon Murray



Gordon Murray with a McLaren F1 in the background

Now, Who said that

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



This months quote is

"The car started to go wide on oil at Abbey, and I lifted off momentarily to get the nose to tuck back in: it made no difference and I came off the corner three or four feet on the grass. Being that car it just went completely out of control, spun into the bank, somersaulted and threw me out. Finally it landed upside down on the track again, and set itself on fire — the only thing it could reasonably do."

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. To make things a bit easier the car he is speaking about is a BRM

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
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	Gough Whitlam Park Earlwood
	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 14, 2022	Shannons all british day	8.00am	SMSP
	Saturday, August 20, 2022	Cootamundra Sprints	8.00am	Cootamundra ols airfield
	Saturday, August 20, 2022	20 and 21st Leyburn Sprints	8.00am	Leuburn
	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
	Thursday, September 15, 2022	15 to 18 September Baskerville Historice	8.00am	TASMANIA Baskrrville Circuit
	Sunday, September 18, 2022	TK&C Monthly meeting (Central Sydney)	9.30 am	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

Wanted



Mark is seeking a front windscreen and factory 13″ knock-on alloy wheel to suit his 1974 Lotus Elan Plus 2 130 five-speed. The wheel is to replace a damaged wheel shown in the images.
If you have one available, email Seth at web@clublotus.com.au and he'll put you in touch.

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













For Sale

Esprit Turbo exhaust, aftermarket tail lights ans electronic module for lights lift,

Club member Tony is looking to sell some parts to suit a 1988 Lotus Esprit Turbo. Read on for the details.

1988 Lotus Esprit Turbo S steel exhaust system new, never used. $500.00 negotiable
Set of new aftermarket tail lights, cost $400 sell $150
Working electronic module with Lotus Marques conversion fitted. It lifts the lights up but for some reason it won't always drop them down. I'm fairly sure it's nothing wrong with the module mostly my bad adjustments of the pod units. $50 negotiable

If you're interested, or have any questions, email Seth at web@clublotus.com.au and he'll put you in touch with Tony.





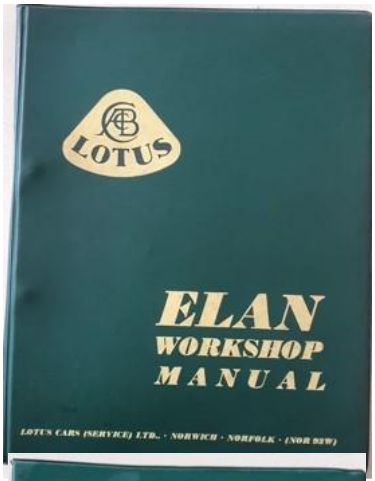


FOR SALE

Lotus Elan Manual Genuine Lotus Items

Lotus Elan Workshop Manual Part No 26T327 – Suitable for Series 1 and 2 Elans

$150.00



Lotus Elan Worships Manual Part No X036 T 0327Z – Suitable for all Elan Series including S4

$200.00

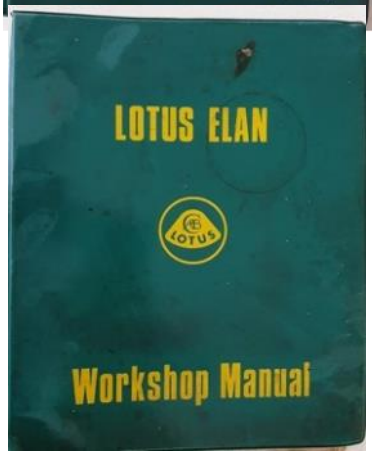
Lotus Elan + 2 Services Parts List Part No X036T0325H – Suitable for all Elan +2 including the Big Value 5 speed model (S130)

$150.00



Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

I have more pictures available, contact me if you are interested.

I also have a Ford 120E Block with Sump, original 81mm bore, this would suit a rebuilt of an original Cosworth Ford Motor for a Super 7.

Pictures are available.

Please contact Mike Ryves on 0407226753 or email mike.ryves@bigpond.com"

I would real like these Items to go to a good home!

