MAY 2022



Chunky's Chatter

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



Inside this issue

- Anne Blackwood ditches her Beemer Mothership.
- Lotus do the inevitable and release an SUV.
- The anniversary of the Lotus 25's first GP.

May 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.

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COVER PHOTO John Tarran leading a group at a recent HSRCA Meeting in his Formula Ford Lotus 61M. We sadly lost John last month.

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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Presidents Prattle
With Ashton Roskill



Well, April has certainly been rather more up and down than I was expecting (or, frankly, hoping for)

We learnt that very sadly and unexpectedly John Tarran Jnr passed away on 4th April; John was one of life's absolute gentlemen, with a delightful sense of humour, always willing to lend a hand, and with, as it turns out, an enormous circle of friends, all of whom will miss him enormously; personally I only intersected with John through two of his many interests, his Lotus Formula Ford Type 61, which he ran in the HSRCA series, and was last out on track earlier this year at Wakefield; and through his encyclopedic knowledge of Land Rovers, which he willingly shared with anyone polite enough to ask him the right question; his sense of humour is probably best captured by his nom-de-plume in the on-line world, Kevin Bacon, after his pet pig whom he saved from the Christmas pot several years ago. Our thoughts and condolences go to John Snr, Rosemary and Karissa, may you always remember all the fun and laughter John caused.
And then on Wednesday this week, as we were preparing for another Lotus clean sweep of the GT Trophy class in Targa Tasmania, we heard the devastating news that Tony Seymour, one of the competitors in his Lotus Exige, had died in an accident. Tony was well known and very well loved by all who had competed in Targa over the last few years, for his warmth, friendly competitiveness and love for Sandra and Alex; he will be greatly missed, and I know the whole Lotus community is mourning his passing, and will take some time to come to terms with this tragic event.

I am quietly hoping there is no more bad news to come.

It seems somehow rather less important to note that last weekend saw a number of us at the South circuit of SMSP for the second round of the CSCA sprints; Seth has pulled together a fuller report, but slightly unexpectedly, we had a dry, clear day and consequently there were some good times posted; as always it was great to see so many familiar faces, and particularly good to see some new ones! Long may the continued interest in this great grassroots motorsport continue.
Many thanks to Syd for the photo below - I gathered on the day that I appeared to be trying to save tyre wear, unsuccessfully as it turned out - my rears were not great to start with, and were toast by midday! We next gather at Pheasants Wood on 25th June, so I hope to see you then.
Socially, this month has been a bit of a washout again - I don't mid admitting that I didn't sign up to this weather when I moved to Sydney - had I wanted rain for four months straight, I would have stayed in Edinburgh. However I gather from the long range forecast that there may be a change on the way, so I'll stop whinging.

I very much hope we can catch up for a coffee and tyre kick next month, particularly as I am hearing great sounds of more and more "project" cars getting back on the road; so if yours is one of those, please, bring it along to one or more of the Sunday events. Particularly for those based in and around the ACT, Neil has managed to secure an exclusive visit to the Cooma Car Museum, including a BBQ lunch for the bargain entry fee of $20. Drop him a line to confirm your participation - details on the website calendar. Departing Queanbeyan at around 8.30 for a 10am visit on the 21st May.

And planning continues apace for the two major upcoming events - our Tour of Tasmania, and the 50th Anniversary celebrations for the Lotus Clubs of Australia next year; I'll keep you posted on both as they progress, but as a reminder, the Tour of Tassie reservation form is here: https://cla.memberjungle.com/index.cfm?module=event&pageMode=indiv&page_id=1518255

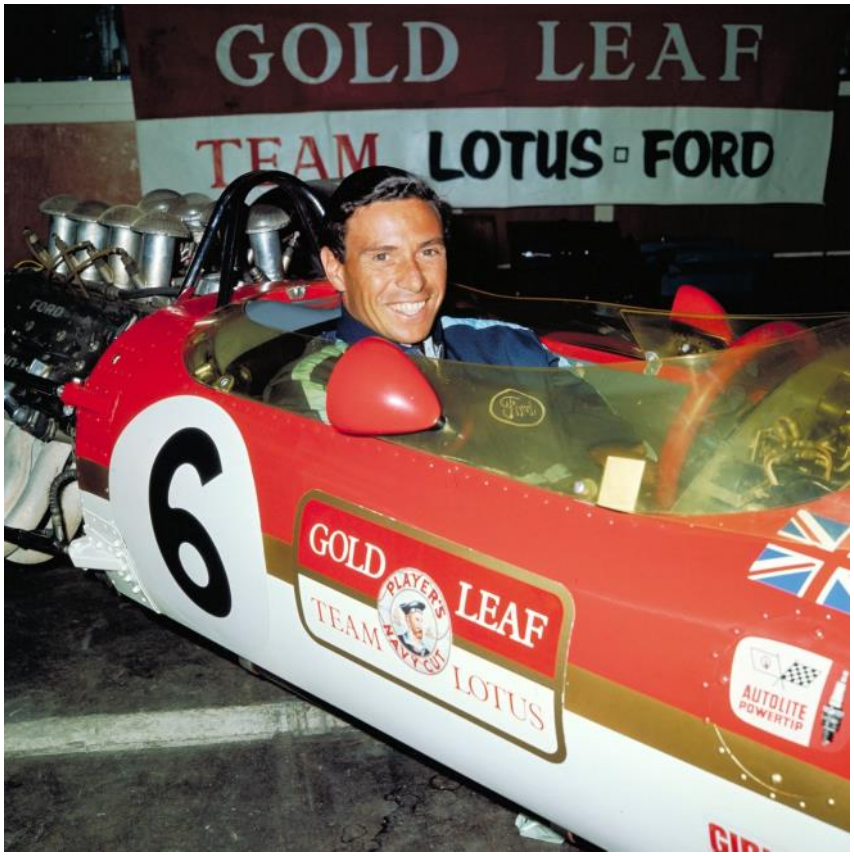
That's about it for another month - please take care, stay safe and look after each other,

Pip pip

Ashton

From The Editor
Tom Devitt





Hi everyone

A rather gloomy month as Ashton has mentioned in his column. It is always sad to loose acquaintances, but when they were a lovely as John and Tony it makes it doubly sadder.

Anyway, to brighter thoughts as the world and our club returns to something approaching normality. I finally managed to get my Elan back after spending 2 years in the repair shop (as the Yanks call it). It was one of those fiascos where everything was replaced, and the final thing proved to be the real problem. The power steering had been getting heavier and heavier and finally the car was almost undrivable. "It's the power steering pump" said the mechanic. I was a little sceptical, but he was convinced, so it was replaced. "Its also the rack" was the next comment so the rack was replaced. A year and a half later I ventured that it may be the universal joint in the steering column. "No, that's fine' came the reply". "Well why don't you humour me" I said. "You know what. It WAS the universal joint" was how I was greeted for the second-year anniversary!! Anyway, its back on the road and made an appearance at the Gough Whitlam Park Tyre Kick and Coffee in mid-April.

Amazing to think that this month marks the 54th anniversary of the death of Jim Clark. Similar to hearing of the assassination of JFK, I can still remember where I was when the news on Clarks accident reached me. I had just turned 21 and like most of my mates, he was an indestructible hero to us of all and Lotus was the car to dream of owning!

Hopefully you will enjoy this month's newsletter as it has a broad and interesting range of articles.

See you in May

Tom

Tyre kick and coffee, Gough Whitlam Park, Sunday 17th April

Photos Tom Devitt and Evan Jones



Above, Chris Reids Europa and Ed Holly's Seven flank a mor recent Lotus whilst below, a sight you don't see too often, 2 BRG M100 Elans and a lot of interest in a LHD Europa





SA Lotus Torque

By Andrew Stevens

It never rains but it pours ! Well not literally, and not in SA. However, Sunday April 3rd saw two events attracting some of the SA locals.

Zagame SuperSunday

The Zagame SuperSunday saw a variety of Zagame customers running up and down the spectacular Wickham Hill climb between Clarendon and McLaren Vale.

There were four Lotus owners out enjoying the transport stage from Stirling, and then a number of unrestricted blasts up and down the hill. The opportunity to run backwards down the hill doesn't come very often, and requires a different approach to the downhill slope.

Here's some photos courtesy of the ever resourceful Bruce Hannant.



Adrian Zagame hussling his Exige downhill Photo Courtesy Bruce Hannant



Craig Kemp fires his Elise up the hill towards the finish line Photo Courtesy Bruce Hannant

<The Exige 410 of Sotori Giamarelos blasts down Wickham Hill for a quick run: Courtesy Bruce Hannant>

April Monthly Run

This month's run saw a variety of cars head up to the Nairne strawberry farm, for coffee, cake, errr – strawberries !, and of course the usual chatter. Biggest news was the potential availability of a couple of very well kept Elans in the near future. Stay tuned.

We welcomed new Lotus owners Jim and Elspeth Dover, who arrived in their recently acquired Twin Car Europa resplendent in Gold Leaf Team Lotus colours. We were pleased to see that it was adhering to the no smoking rules.

It's a tradition for us to park on the lawn out the front of the Nairne strawberry farm, and after a roundabout journey, we duly deposited the cars in place. Of course Lotus owners love corners and abhor straight lines, so our efforts to park in a line left



The Exige 410 of Sotori Giamarelos blasts down Wickham Hill for a quick run Photo Courtesy Bruce Hannant

something to be desired. The cars still attracted plenty of interest.
Our next run is May 1st, which also coincides with the MSCASA 6 hour relay at Mallala. While we don't have a Lotus team in the event this year, a number of Lotus are competing. David Tye turned up for the run in a supercharged AND turbocharged Kestrel clubman, and was rapidly turning his 6 member team into two 4 member teams.



Jim and Elspeth Dovers Twin Cam Europa Photo Courtesy Andrew Stevens



The array of Lotus at the Nairne strawberry farm. Photo Courtesy Andrew Stevens

We'll be meeting up again at the Sikh Centre carpark on May 1st at 9:00am.

Cheers and Happy Motoring



There were a few extras at the Sikh Centre of SA carpark that didn't make the run Photo Courtesy Andrew Stevens

The monthly Sandy Bay, Hobart get together of interesting vehicles on Sunday 3rd April

Our friends in Tasmania get together most months at Sandy Bay to kick tyres and chat about life, Lotus and everything. Robert Verhey made it to April 2022's catch-up, held on Sunday the 3rd, and very kindly reached out with a few photos that you can enjoy below.

There were some lovely classic and vintage cars on display this month, including three previously unseen Lotus, an immaculate E-Type Jaguar and Maserati Ghibli plus an absolutely pristine restored Mini Moke.

The group get together most months for a casual catch-up on the shore of Sandy Bay with the next being on the first of May.











Lotus Eletre spotted on the Thames heading to launch location in late March 2022



The Eletre is neither simple, nor light, but this electric-powered SUV is perhaps the most significant change of tactic in the history of the marque. The Eletre (it's pronounced ee-let-truh, and apart from the obvious play on 'electric', the word apparently means 'coming to life' in some eastern European languages) marks a key step in Lotus's transition to becoming a full line electric vehicle manufacturer by 2030. And, along with the new Emira coupe, the last internal combustion-engine Lotus ever, it will spearhead the brand's new direction.

The Eletre will go on sale in Europe, the UK and China in 2023, and is scheduled to be rolled out to markets in the rest of the world, including Australia and the US, in 2024 and 2025.6

Powering the all-wheel-drive Eletre are compact e-motors with integrated controllers and reducers at the front and rear axles, producing a total of 447kW. Lotus says the Eletre will sprint from 0 to 100km/h in less than 3.0 seconds and hit a top speed of 260km/h.

A big 100kWh battery delivers a claimed 600 kilometres of driving range and its 800V architecture means the battery can be topped up to deliver 400km in 20 minutes when the car is hooked up to a 350kW charger.

The Eletre is built on the all-new Lotus Electric Premium Architecture (EPA) developed jointly with its Chinese parent company, Geely, which also owns Volvo and Polestar and is the largest single shareholder in Mercedes-Benz, with a 9.7 per cent stake.

Lotus says EPA, which is different from the Electric Sportscar Architecture (ESA) it is working on with Renault's Alpine brand, can be easily adapted to accommodate different battery sizes, motors, component layouts and intelligent driving technologies.

Despite being the tallest and heaviest car in the company's history, the Eletre has been tuned to deliver the dynamics expected of a Lotus, says vehicle attributes and product integrity director Gavan Kershaw. (how's that for an idiotic job title!)

Now, this all gets a bit fairy-tale, but if it really happens the it sounds like a pretty good gadget. The car has multi-link air suspension with continuously variable damping all round. Active ride height and active anti-roll bars, along with rear-wheel steering and torque vectoring, will be available as options – along with 23-inch alloy wheels and carbon-ceramic brakes with 10-piston calipers.



Four different drive modes , Range, Tour, Sport and Off-Road – adjust steering and accelerator pedal response, along with damping rates and powertrain output. An Individual mode will allow drivers to mix and match some settings to suit their personal driving styles.

Up front are daytime running lights mounted high at the leading edge of the bodywork above a full-width black section – concealing recessed headlights and hidden vents, which direct air up and over the hood and past the front wheels. Below that is an active grille made up of a series of interconnecting triangular panels that open to feed air into the radiator when the



electric motors, battery pack and front brakes need cooling.

The heavily sculpted front doors allow air to flow from the vents on the trailing edge of the front guards. A pronounced haunch over the rear wheel rises to meet a roofline which falls away from the steeply raked A-pillars to floating D-pillars with integrated air blades to improve aerodynamic efficiency.

At the rear are two large vents bridged by a thin, full-width light bar, and a roof spoiler system comprising two carbon fibre winglets cantilevered from the roof cant rails. The winglets' function, just like a conventional, full-width spoiler, is to guide airflow over the rear window and on to a second spoiler that deploys out of the tailgate at speed.

Available as a four- or five-seater, the Eletre has wool-blend fabric on the seats and the hard surfaces are carbon fibre.

The dash features a light blade that runs the full width of the car and changes colour to alert occupants to incoming phone calls, alterations in cabin temperature, and to the battery charge status.

There's no big instrument binnacle behind the steering wheel. Instead, a 30mm-wide panel just below the light bar shows the driver key information. A similar panel on the other side of the dash shows the front seat passenger entertainment and location information.

Between the two panels, at the centre of the dash, is a 15.1-inch OLED touch screen. Lotus says 95 per cent of the Eletre's functionality can be accessed with no more than three touches on the screen.

Even so, certain key controls, such as drive selection, climate control temperature settings, audio adjustment, and adaptive cruise control actuation, can also be controlled via simple, analogue switches.

The OLED screen automatically folds flat when not in use. Information can also be displayed to the driver via the standard augmented reality head-up display.

The Eletre is full of advanced technologies, including the world's first deployable LIDAR (Light Detection and Ranging) system. The four LIDAR units – one at the top of the windscreen, one at the top of the rear window, and one on each front guard – are hidden when not in use. The rear-facing unit drove the development of the winglets at the rear of the Eletre's roof: Eliminating the centre section of the spoiler not only saved weight, but also allowed the rear-facing Lidar to deploy when needed.

The Lidar system not only supports many of the Eletre's advanced driver assistance systems, but will also enable "end-to-end" autonomous driving capability. What that means, says Lotus, is customers will be able to use their smartphone app to request their Eletre to drive to them autonomously from a nearby parking space, and then autonomously repark itself at the end of the journey.

Lotus says further autonomous driving capability can be added via over-the-air software updates, as and when it is allowed by authorities in various countries. Many of the Eletre's other driver assist systems will also be able to have their features and capabilities enhanced via over-the-air updates.

"This car has the soul of a Lotus and the usability of an SUV," insists Lotus managing director Matt Windle. "We're confident it will delight performance car customers and offer a distinct alternative to the segment's established players.". Hmmm, maybe, but at what cost!

A Lotus Elan and Sergeant Pepper's Lonely Hearts Club Band

(article by Andrew Stevens)



Back in 1967, in the days before Spotify, it was quite common for vinyl records to be released overseas months before they would become available in Australia with a local pressing. And so it was that one of my friend's brothers arrived back in Oz from London with the latest vinyl under his arm. He thrust a garishly coloured bifold album at us, with the advice that "*you gotta hear this one !*" And from the rollicking brass of Sergeant Peppers through the dreamy Lucy in the Sky to the jarring multi-tracked E Major piano conclusion to A Day In The Life, it was the musical equivalent of driving a Lotus for the first time. It was different, amazing, and game changing. Today we'd call it disruptive. At the time, we all theorised about what the meaning behind a Day in The Life was (other than the obvious influence of drugs).

Like Lotus, Sergeant Pepper's has stood the test of time and Rolling Stone considers A Day In The Life to be the best ever Beatles song. So what's a story about Sergeant Peppers doing in a Lotus Newsletter ? Well, thanks to an obscure post in Aussie Elise's, the story has unfolded, a bit like the famous bifold album cover.

A Day In The Life, that concludes the album is based on a fatal accident involving a Lotus Elan in 1966. The song was written by Paul and John following the death of their 21 year old friend and Guinness heir Tara Browne, who died in his blue Elan in London just before Christmas that year. Lennon was supposedly composing for Sergeant Pepper's when he read the Coroners findings in a newspaper in January 1967.

Tara Browne was the son of Dominick Browne, 4th Baron Oranmore and Browne, a member of the House of Lords. Browne was central to London's swinging 60's scene having had a very "different" upbringing in the custody of his mother, Oonagh Guinness, travelling the world and rarely attending school. He had a lavish lifestyle supported by a weekly stipend that was more than most people earned in a year, socializing with the likes of Salvador Dali, Jimi Hendrix, Peter Sellers, a young David Bowie, and Humph-

rey Bogart. He had a psychedelic painted AC Cobra, and had purchased the Elan and entered it in the Irish Grand Prix meeting. Paul McCartney's introduction to LSD came at the behest of Browne, and for his 21st birthday Browne flew 200 guests including Mick Jagger and Brian Jones to Ireland for his birthday bash, importing hot band The Lovin' Spoonful for a private performance.


Daily Mirror

DID TARA DIE SAVING GIRL?

Dartmoor warders in plea to Mitchell

Crash as Guinness heir drove Suki home

Browne spent most of 1966 disqualified from driving due to speeding, getting his license reinstated on 14th December 1966. Three days later he was driving his Lotus Elan with his model girlfriend, Suki Potier, possibly under the influence of alcohol and other drugs. Browne reportedly failed to see a traffic light and sped through the junction of Redcliffe Square and Redcliffe Gardens in South Kensington at high speed, colliding with a parked lorry. The Elan was destroyed and Tara Browne died of his injuries the following day. Suki Potier claimed he'd swerved to protect her in the crash.

While Lennon used artistic license in the lyrics of A Day In The Life, it was written very much with Tara Browne in mind.

I read the news today, oh boy
About a lucky man who made the grade
And though the news was rather sad
Well, I just had to laugh
I saw the photograph

He blew his mind out in a car
He didn't notice that the lights had changed
A crowd of people stood and stared
They'd seen his face before
Nobody was really sure if he was from the House of Lords

CSCA 2022 ROUND 1, HOSTED BY CLUB LOTUS AUSTRALIA

THANKS TO SETH REINHARDT FOR THE WORDS AND PHOTOS



Sunday the 27th of March found us at Wakefield Park, with eighty-odd friends putting final touches on a dazzling array of motoring machinery, ready to kick off 2022's motorsport season with round one of the CSCA super sprint series.

We were pleased to welcome Hassan Aly, Derek Mock and Garth Selig for their first CSCA event. We had previously met Derek at the recent Targa High Country, and are glad to see him enjoying CSCA super sprinting as well. Garth has been a long-time friend of the club, helping Ashton Roskill and Syd Reinhardt prepare and develop their cars, and also runs an Elise he and Hassan share. Along with the drivers joining us for the first time, it was wonderful to welcome back Rob Bryden, now piloting a VW Scirocco, after some time investigating the world of tarmac rally.

In a shocking turn of events, the day dawned dry, offering up a track in fine shape for super sprinting. Of the 79 starters, Martin Duursma went quickest and was in a class of his own, setting a 1:05.02 in the 2018 Exige 430. Richard Wodhams was not far behind, putting in a quick lap in the 2006 Elise for second overall, fastest P2, on a 1:06.42. Third was Peter Taylor in a 2016 Exige, who clocked 1:07.25, fastest P3.

With the top three stretched out across just over two seconds, the remainder of the top ten were all crammed into one. Peter held a slim margin to Gregory Baker, who was piloting something rather different for this top ten – a 1992 Nissan Pulsar GTiR emboldened by some well developed go-fast bits. Greg's 1:07.40 put him at the top of R3.



Colin Rudd continued his consistent performances into the new year, piloting the 2018 Elise to fifth overall and fastest M2, with frequent rival Liam Sheppard just over a tenth behind in father Craig's 2006 Exige Cup. The pair were followed by ARDC driver David Zilm, who steered a 1993 Skyline to seventh overall, second R3.

Back to CLA competitors and Len Goodwin was back behind the wheel of the 1964 Elan 26R, setting the fastest CD1 time of the day – a 1:07.94. Hassan Aly joined us for his first CSCA run, consistently improving throughout the day to finish on a 1:08.17 – comfortably inside the top ten and fastest R1.



Mark Meletopoulo fended off Rob Bryden in the VW Scirocco to secure the final spot in the top ten and go fastest R2, with Rob finishing on a 1:08.48 in eleventh and Graham Allen half a second back in lucky thirteenth.

With the Evo of Grahame Baxster and R35 Nissan GTR of Peter Beswick nabbing the next two spots, Brett Sevens, Seve Madden and Chris Pearse organised a ridiculously close finish, on 1:09.3254, 1:09.3259 and 1:09.3305 respectfully. In my time preparing our wrap-ups, I don't think I've ever seen two drivers separated by just a few hundred thousandths of a second!

Brett was driving Colin Rudd's car, after Colin very kindly offered him a drive while his car was with Simply Sports Cars. This was also Chris' first run in his new Exige 420, having handed in the keys to the blue Exige V6.

Peter Deller broke the Lotus streak, although not the Club Lotus streak, with a strong time in the Commodore he shares with brother John (1:14.9971). Meanwhile, Derek Mock picked it up again, steering his 2015 Elise to a strong 1:10.64 in his first CSCA event.

Craig Sheppard was next up, borrowing his car back from Liam long enough to put in a good time. Meanwhile, Melanie Valdes managed to sneak away from her incredible efforts behind the scenes to have a run. She piloted the 2007 Exige S she shares with Gino Valdes to a 1:11.29.

Garth Selig piloted Syd Reinhardt's 1961 GSM Dart, which he helped build and develop, for the day. He managed a 1:12.44 in just twelve laps, before the engine note he helped produce got the better of him, pinging the noise meter twice. It was wonderful to see the similarly noisy (and similarly prepared) '62 Lotus Elite of Ashton Roskill back on track, with Ashton setting a 1:13.67.

We were pleased to see Jake Hobbs, a young driver with a lot of experience, in action in his 2007 Civic, setting a 1:14.48, with Graham Hobbs just a little ways back, running a 1:19.58 in the same car. Fellow Civic pilot Derrick Cho was back in the swing of things, having first joined us last year, and piloted his 2002 car to a 1:15.62, while Tina Cho steered a 2016 WRX to a 1:16.76.

Thank you to everyone who took part! With 25 Club Lotus Australia drivers setting a time, we made up nearly a third of the already-strong entry.

Thanks as well to our incredible motorsport committee, who worked tirelessly to put together a smoothly-run and very enjoyable event. To highlight just a few, Mel and Gino Valdes steered the ship, Evan Jones acted as clerk of course, Tom Devitt was our chief steward and Mike Basquill managed scrutineering. That's not to mention all of the competitors and club members who took time out of their day to help scrutineer, marshal and do anything else they could to ensure a fun sprint for everyone.

And finally, thanks to Wakefield Park for hosting and supporting a most enjoyable day.

We're looking forward to a full and much more consistent season of motorsport with everyone this year. Entry to round two, at Sydney Motorsport Park on Saturday the 23rd of April, kindly hosted by the Sprite Car Club of Australia, is already open. Head to the Motorsport Australia members portal to enter. We'll look forward to seeing you there!

Early Team Lotus (Cortina) driver, Chris Craft passes away

Words from the BRDC Website

We very much regret having to report that Life Member Chris Craft died last Saturday morning. He was 81 years old and had been suffering from the effects of dementia for some time.

Although born in Cornwall, it was with the Ford Motor Company at Dagenham that Chris first found employment after leaving school – as a mail boy. Ambitious to become a racing driver, he soon gravitated towards the competition department where he was pointed towards the, for him, less appealing rally section. Undeterred, in his spare time Chris built up a 1340 cc Ford Anglia with which he went racing for the first time at Mallory Park in 1961. It was almost the last time too since he crashed, damaging the car beyond effective repair so he built another one, installed a 1650 cc engine, painted it bright orange (which would remain the colour of Chris's crash helmet to the end of his career) and began to be noticed on the national scene.

The Mk 1 Ford Lotus Cortina was the main weapon of choice by some quick drivers for the 1964 BRSCC Saloon Car Championship, led by the Team Lotus entry for reigning F1 World Champion Jim Clark. Standing out among them by reason not only of its bright orange colour but also its speed was Chris's version, his performances in which attracted an invitation towards the end of the year from Team Lotus to share one of its Lotus Cortinas with David Hobbs in the Road America 500 in the USA. Chris was also invited by Alan Mann Racing to drive a 1000 cc Anglia in the final round of the European Touring Car Championship in a bid to defeat the hordes of Fiat Abarths on home ground, only to run out of fuel on the last lap of the four hour race!

Without the means to continue running the Cortina in 1965, Chris joined the Superspeed team of 1300 cc Anglias as team mate to Mike Young, running in class A against numerous Mini-Cooper Ss. In dry conditions the rear wheel drive Anglia was a match for the quickest of the Minis but in the wet it struggled. Best result was a third place at Crystal Palace. A highlight of the 1965 season was an invitation to share the DR Fabrications Jaguar E-type with Jackie Oliver in the Brands Hatch 1000 miles, the duo finishing third overall and winning their class.

Touring car regulations changed to Group 5 for 1966 when Chris stayed with Superspeed and its 1300 cc Ford Anglia Supers. John Fitzpatrick won the BRSCC championship in a 1000 cc Broadspeed Anglia while in the 1300 cc class Mike Young finished second to the Cooper S of John Rhodes with Chris third. This was the year in which Chris dipped his toe in the cauldron that was 1000 cc Formula 3 but, although his name appeared in a good few F3 championship entry lists to drive a Merlyn Mk 9, it was only at the end of the season that the Merlyn made it to a starting grid before retiring after one lap with gearbox problems.

During 1971 Alain de Cadenet acquired one of the Brabham BT33 chassis from the factory which was entered for the Oulton Park Gold Cup and the Canadian and US Grands Prix for Chris to drive. In the combined Formula 1/Formula 5000 Gold Cup Chris brought the Brabham home third of the F1s and fifth overall. The trip to America was less happy, the car failing to qualify in Canada and retiring at Watkins Glen. The BT33 was soon to become the donor car for the Gordon Murray-designed Duckhams de Cadenet which went so well at Le Mans in 1972 in the hands of Chris and Alain.

Chris's main commitment for 1971 was as factory driver for Chevron with its B19 sports-prototype in the burgeoning European 2-litre championship and the RAC Sports Car series. After winning the opening RAC round at Oulton Park ahead of his good friend John Miles, Chris only visited the podium twice more across both championships, finishing second in the Nurburgring 500 Ks to Vic Elford's Lola T212 and third at Silverstone. With the Ecurie Evergreen McLaren M8C Chris won at the Norisring in the infamous race in which Pedro Rodriguez lost his life, and finished second in the Coppa Shell at Imola. Chris's introduction to the Le Mans 24 Hours also turned out well with fourth place sharing American driver David Weir's ex-Steve McQueen Solar Productions Ferrari 512M.

It was in 1977 that Chris was elected a Member of the BRDC.

In 1978 running as team mate to Gordie in the Autocar-backed Capris, Chris won just once. Over the next few years, he concentrated on endurance racing, principally with Ford Capris with which in 1979 he finished fourth in the Spa 24 Hours with Jeff Allam and fifth in the RAC Tourist Trophy with Gordie Spice and Pete Clark. He played a major role in the development of the Dome Zero RL sports-prototype which he qualified third for the 1979 Silverstone 6 Hours. However, tyre problems in the race meant that he and team mate Gordie could only finish 12th. Chris was seventh in the same race the following year in a Ferrari 512BB with Steve



A road registered Rocket Roadster, an ill fated project between Gordon Murray and Chris Craft.

O'Rourke and Vic Norman and third in the Brands Hatch 1000 Ks in 1981 with Derek Bell in a BMW M1. His last race came at Le Mans in 1984 when he shared a Porsche 956 with Alain de Cadenet and Allen Grice which ended in retirement out on the circuit on Sunday morning with Chris at the wheel with engine failure.
Active in property development during his racing career - Chris was one of the first to realise the potential in the London Docklands - Chris teamed up with Gordon Murray to create the Rocket Roadster which its designer reckons is to this day the lightest road car in the world. Quite a few of these unconventional cars were sold by The Light Car Company which Chris and Gordon set up.
Despite its length this tribute to Chris Craft perhaps only scratches the surface of the remarkable career of a driver who was highly-regarded within the sport and who was able to perform at the highest level whether in sports cars and saloon cars. To his wife Jill and son Luke, the BRDC sends its most sincere condolences.

CLUB LOTUS AUSTRALIA
50 YEARS

1973 2023

Lotus restarts Hethel factory tours after £100 million upgrade



One of the world's best-known performance car production facilities – Hethel, the home of Lotus since 1966 – is reopening to the public.

Factory tours of the Norfolk site were paused in November 2017 as the £100 million redevelopment began.

The tour programme has been developed by the experiential team within the recently launched Lotus Advanced Performance division, and began on Monday 4 April

Simon Lane, Director, Lotus Advanced Performance, commented: "Tours of the Hethel site were part of the Lotus story for many years and hugely popular. We get emails and calls every week with people asking about them but, with all the development work on site, it was not appropriate to have the public here. With the Emira now in production, I'm delighted to announce that the time is right to relaunch the factory tours."

Guests will arrive and gather in the Retail Centre where refreshments will be available. There they will learn about the ongoing transformation of Lotus, and experience for themselves how all Lotus showrooms will look in the future.



Under the leadership of an expert guide, the story of Lotus at Hethel – past, present and future – will be brought to life. Guests will walk through older sections of the factory where, most recently, the Elise, Exige and Evora were built, before heading into the all-new Emira hall. They will see the new automated elements of the car's production – a first for Lotus – as well as how much of the process remains 'hands-on'.

Outside, the walking route will pass the dynamic test areas, including the famous 2.2-mile Hethel test track that has hosted some of the most famous names in the history of motorsport – Jim Clark, Mario Andretti, Emerson Fittipaldi, Ayrton Senna and countless others.

The Hethel factory tours will run Monday to Thursday every week, with tour groups consisting of up to eight people. There will be two groups per day with starts at 10am and 2pm, with each tour lasting approximately two hours.

On selected days there is the option to upgrade to a Heritage Tour, which includes a visit to Classic Team Lotus. A separate business situated just across the road from the main Lotus facility, it's run by Clive Chapman – the son of Lotus founder, Colin Chapman – and includes countless historic Lotus race cars.



Minimum age for guests on all tours is 10 years and all under 18s must be accompanied by an adult, with not more than two children per adult. All elements are fully accessible to wheelchair users, and all guests will receive a specially designed lanyard and pin badge as a memento of their trip to Hethel. No photography is allowed. The Lotus Factory Tour is priced £95 per person and the Lotus Factory & Heritage Tour is £140 per person.
Book now at **https://www.lotuscars.com/en-GB/factory-tours**

A TALE OF TECHNOLOGY TOO FAR.....
From Anne Blackwood



Borrowing from Sophia of The Golden Girls ……."Picture this. A beautiful Sicilian girl in a tiny village ……." OK. Now really try this.

Good Friday, 2022 after departing the northern end of the Gold Coast at 3.30 am (couldn't sleep, so may as well get up) heading towards daughter Jen and family at East Seaham, near Raymond Terrace. I enter Coffs Harbour at 7.00 am and hit an – unseen - humungous pothole at 30 kph after leaving the stoplights near the clog shop on the northern side of town.

All appears all right until exiting the south side of Coffs when all the bells and whistles light up on the dash advising of a tyre calamity. Mmmmm …. Do I head for the huge servo on the right or aim for little old Urunga? Urunga it was and proved to be the correct decision. I had destroyed the wall of the run-flat tyre.

So here I am in Urunga on Good Friday in a state-of-the-art car, promoting 24 Driver Assistance along with its own SIM card to enable me to call for assistance if required How did all that help? F*&k all!!

Hickey's Towing of Urunga, the local NRMA stepped up, advising because there was no way or repairing or replacing the tyre and as I am a 52 years long member of the NRMA I was flat "trayed" – free of charge – the 300+ kms to Jen's. So, here was the beautiful Sicilian girl, and her dog, expecting to share the ride with a non-communicative driver but I ended up with Andrew from Hickey's. I think I want his babies but my kids said "No!" and good advice I think that is too.

Seven days later the first replacement tyre turned up from Sydney with another expected from Adelaide as at that time I was going to replace both fronts – at $600 each. The Adelaide one was going to be at least a further three days so I replaced the one and headed north.

In summary, this beautiful car with its outstanding performance – but unfortunately run-flat tyres of different sizes front to rear;……. no spare,……. has gone!

I pick up the Toyota Kluger at the end of the week!!

Anne Blackwood

PS My Emira is due late August so there's still a lot of fun to be had – in both cars.

The Monocoque Lotus 25 first competed in the Dutch GP, 60 years ago this month



Jimmy Clark and Colin Chapman debuting the Lotus 25 Climax 1962

The Lotus 25 saw its release into the world of World Championship F1, 60 years ago this month at the 1962 Dutch Grand Prix. The race was held at the Zandvoort circuit in the Netherlands on May 20th. It was the first of 9 GP's for that year and covered a little over 200 miles or 80 laps of the 2.6-mile circuit. The race was won by Graham Hill driving a BRM P57. As it turned out, BRM were somewhat in the ascendency and Hill would go on the win the world championship for himself and BRM. For BRM, it was sadly, their only World Championship.

There were 4 Lotus entered in the race. For Team Lotus, the extremely new monocoque Lotus 25 for Jim Clark and tubular space frame Lotus 24 for Trevor Taylor. Also entered for the UDT Laystall team, Masten Gregory in a Lotus 18 / 21 and Innes Ireland driving a Lotus 24.

Whilst Clark dropped out 10 laps from the end Taylor finished second to Hill, albeit 27 seconds behind. But the world of F1 was about to be overwhelmed by a Lotus driven change. The Lotus 25 was the first fully stressed monocoque chassis to appear in the code. The car took 14 world championship wins in the hands of Jim Clark and would take him and Lotus to the 1963 World Championship title.

Initially cobbled together by Colin Chapman and Frank Costin, (History, probably rather fancifully, has it being designed on table napkins whilst the both of them were at dinner), it had fantastic torsional strength, an absolute must in a racing car, and coupled with low frontal area, a very laid back position for the driver and inboard front springs and dampers. It was a race winner before it left the drawing board. When the car was examines by John Cooper (of Cooper cars) he could not quiet work it out, and asked Colin where he had put the frame tubes for the car.



Trevor Taylor chasing Innes Ireland both in Lotus 24's . 1962Dutch GP Zandvoort . Taylor would finish second

The team built 7 cars numbered R1 to R7. In 2013, Lotus historian Doug Nye and Hall & Hall's Andy Willis reviewed the history of all the Lotus 25s and 33s, after realising that the car in the Donington Museum, long believed to be Lotus 25 R7, was actually a Lotus 33. Until this point, Lotus 33 R13 had been believed to be the car sold to Yock, which had then been in John Dawson-Damer's collection for many years until being bought by Australian John Bower. Doug and Andy's review showed that car to be Lotus 25 R3.

TD

Answer to last months "Now who Said That?"



Last months quote was

"The connection of the car to the driver is the seat. You are strapped in tightly in it. On the motorcycle, you can move around. The G-forces feel different. It's probably harder to change from the car to the motorcycle."

No one answered, but at the last minute Evan Jones came in with the correct answer of John Surtees



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

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

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. As is mention of the new car he is talking about

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
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? (MaybeGough Whitlam park Earlwood)
	Saturday, May 21, 2022	cooma Car Museum depart Queanbeyan	8.30 am	Cooma Car Museum
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 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.





