JULY 2022



Chunky's Chatter

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



Inside this issue

- Details of ***Lotus in the Vines***.
- CSCA Round 3 details.
- A tribute to Hazel Chapman from her son.

July 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.

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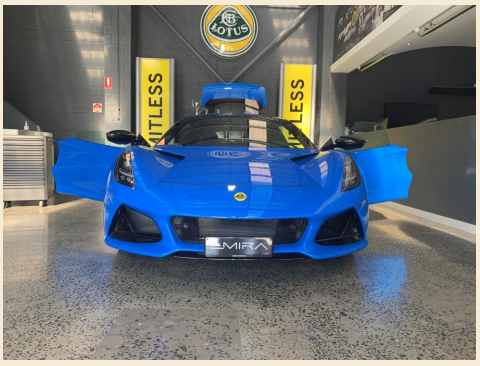
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COVER The new Lotus Emira at its recent release in London,

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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SA Lotus owners meet on the first Sunday of each month 9.00am at the Sikh Society of SA Carpark (Bottom of the SE freeway-corner of Cross Rd& Glen Osmond/Port Rush Rds.)

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.

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Presidents Prattle
With Ashton Roskill



Happy New (Financial!) Year everyone,

For those who couldn't care less, good on you, but sadly my work life seems to resolve around a completely arbitrarily set calendar that finishes with a chaotic flurry of activity on June 30th.

But to be perhaps too honest than I should be in public, I care less about that with each passing year.

What does matter, is that the fun and games continues (as much as possible given this peculiar weather pattern we appear to be in still) with all things Lotus and cars and friends.

And June was a great month in that respect, as for the first time in three years, Mrs. R and I flew interstate (and, it should be noted, got there and back without too much drama) to see friends.

In this case it was a weekend visit to the Gold Coast, ostensibly to pick up the Eleven from the Automotive Craftsmen's workshop, but actually it was to see as many of those lovely friends in that area as possible; it was wonderful to see David and Elizabeth Mackie established in their new (forever) home, and to catch up for dinner with several others who have moved north over the recent years (Anne B, Winno and Kerry, Barry and Jess), and of course those who have always called it home (Giles and Janet, Geoff and Maree). We had a brilliant evening out on the Saturday night at the local yacht club, and it really made me realise how important it is to make the effort to break out of the enforced solitude of the last two years.



So we're off to the UK for a month, so please don't miss us! I'm not expecting the weather to get any better for flying halfway round the world, but it'll be good to catch up with family who we've not seen since we were there at the end of the Peking to Paris rally in 2019.

While we're gone, there's still plenty going on, and even more in the planning….

We aim to get final comms out on the Tour of Tasmania very shortly - a wonderful itinerary has been developed by the local team, and the expressions of interest continue to come in, so we will make a call once we have firm bookings as to whether to extend the size of the tour.

The next round (Round 4) of the CSCA Championships is in two weeks time (Saturday 16th July) at Wakefield, hosted by the Triumph crew - entries are filling fast (and sadly I will be in the UK by then, but I hope you have a blast without me!)

August 13th is Round 5 of the CSCA, and the following day (14th) is the Shannons Classic (both at Sydney Motorsport Park), where the Elan will be celebrating its 60th Birthday

September 11th is slated for the return of the fabulous All British Day at Kings School - it will of course be dependent on it stopping raining in time for the pitches to dry out!

And then into October, where we have the Tour of Tassie (1-7), and Lotus in the Vines (21-23) (another opportunity to celebrate the Elan's 60th birthday with a bunch of interstate friends coming in from north and south)

With all this planning going on, I have rather lost track of all that is happening overseas, but of course Goodwood has just celebrated in style (with the usual mix of the mad (the McMurtry fan-car) and the iconic - including gatherings such as the four motoGP champions (Schwantz et al) riding their bikes of the era up the hill); there's also a lot of rally activity underway in Europe (including the RtG Ypres to Istanbul which I was sorry to miss), and planning is still continuing for the delayed 2022 Peking to Paris, despite problems with Russia (it's now planned for May 2023).



So with that, I will leave you in peace for another month, and I hope the rain, which had shown signs of desisting temporarily, actually stops, allowing for cars to come out to play again!

Here's a lovely shot of the Eleven just before we loaded it onto the truck to bring it south - it is now safely back here, and has been flushed, tuned and sorted ready for the sun to come out!

And for those interested, the Rangey-project has got skinnier - what started out as a plan to give it a bit of a tart up has turned into a full back-to-chassis-rebuild with a load of panels coming in from the UK to replace the rotten ones…

Keep safe, upright and on the black-stuff,

Pip pip

Ashton

From The Editor
Tom Devitt



For once we move away from the drivers and the cars and look at another facet of motor racing, the photographers who capture the images. Julia Fausel-Ward had to fight for her fame as a woman in an almost all male sport. Over her lifetime as a photographer, she shot 186,000 images which she has carefully catalogues in her home library. Remember this was a time of so-called 'wet photography'. You carefully loaded a roll of 35mm film in your cameras and got 20 or 30 shots before the roll had to be replaced. You then rewound the film and delicately removed and had it developed normally in a film laboratory. If the shot was in the slightest way flawed, then too bad. There was no photoshop or similar software, in fact there was no personal computers.

Evan Jones reminds us that Shannons All British day is coming up next month. He tells us…"We have eight places available for those who want to display their Lotus at the Shannons Sydney Classic on Sunday 14th August. If you are interested contact Evan Jones with your vehicle details and address so the ticket can be sent to you." But get in quick these tickets don't wait long before being gobbled up!!

Two events coming up that should interest all members but especially those with earlier model cars.

Lotus in the Vines is a celebration of the 60th birthday of the Elan and the Plus 2. It is to be held at the Chateau Elan on the village golf resort at Pokolbin in the NSW Hunter Valley. It promises a full weekend of exciting Lotus activities and is being put together by Paul Schmidt. See more details and how to contact Paul, inside on page 6.

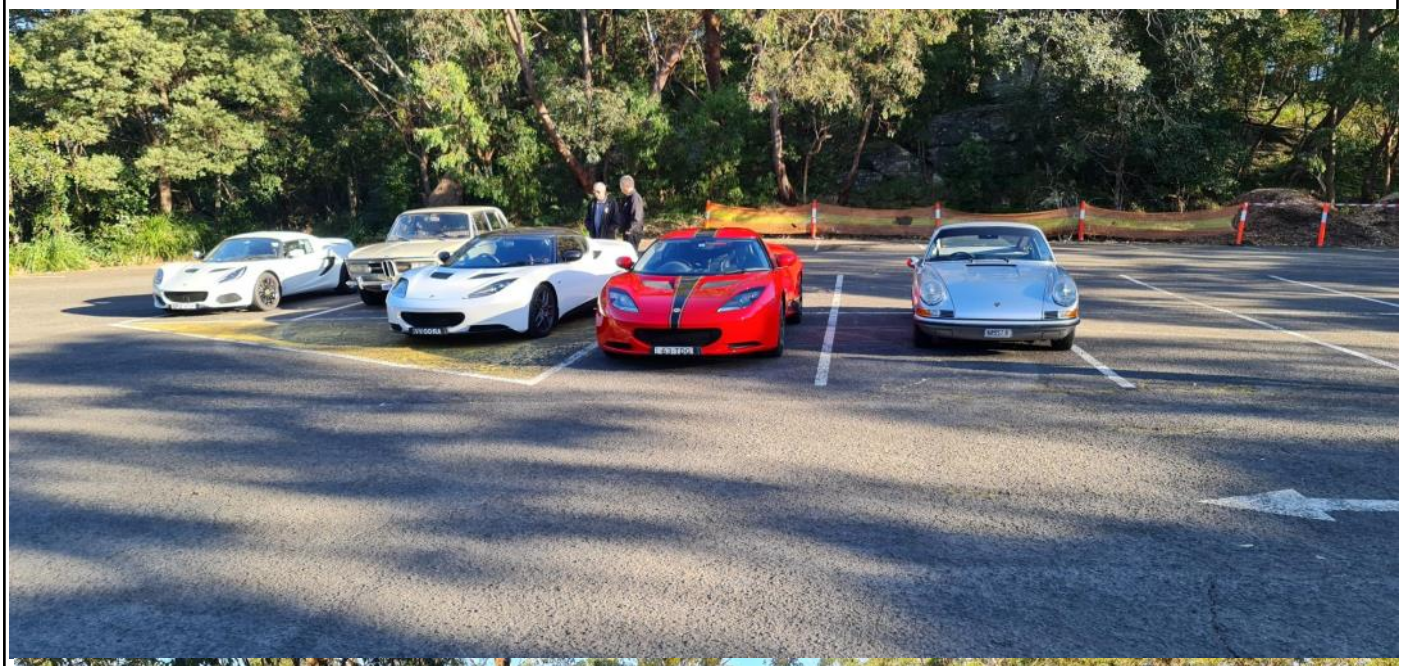
The second event I need to draw your attention to is the ***50th Anniversary of our club*** (Club Lotus Australia) We will be gathering at the Fairmont Resort in the NSW Blue Mountains in 2023 from Friday June 23rd to Sunday June 35th. This is a fabulous destination of world class standards and the Club has secured a very attractive rate from the resort. No final details, just put in in your Diaries for next year. Full details in the coming months and we will be asking for expressions of interest and a modest deposit probably near to October this year. One of the organising committee, Brian Caldersmith is assembling a vast collection of photos from the early days and would love to add to his collection. So, a special appeal especially to members in the 70's, 80.s and 90's for any photos of cars or people enjoying their Lotus. If you could scan then that would be great and then send them to Brian at briantc@bigpond.com. If you have photos but no ability to scan the please contact me t.devitt@bigpond.com and we will work something out.. Finally, if you know any old members who have dropped out of the Club, could you please tell them about this event and assure them we would love to have them join us. Tom



Nothing to do with Lotus but from Italy, Member Rob Costa sent us this photo of a very rare Alfa Romeo Zagato Junior

A modest turnout to the NSW Monthly meet at Carss Park for July. Yes, its hard to get up some winter Sunday mornings

Thinks to Evan Jones for the photos





ELAN 60TH LOTUS IN THE VINES

FRI 21 - SUN 23 OCTOBER 2022
Chateau Elan at the Vintage Golf Resort
Vintage Drive Pokolbin, NSW 2320

A CELEBRATION OF LOTUS

TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name: **Phone:**

Program:	
Friday 21st	Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace Please indicate number persons attending ( )
Saturday 22nd	Observation Run through the vineyards 10am start, all vehicles welcome lunch at a winery (subject to confirmation). Dinner in the Founders Room at 6pm Please indicate number of participants ( ) Dinner $80 per person payable in advance by 1st October 2022
Sunday 23rd	Car display featuring the Elan and Plus2 at 10:30am Please indicate if you will be displaying an Elan or Plus 2 ( )
Optional Activities on Saturday:	Golf on the Vintage Greg Norman Championship course Golf house rates $119 per person includes ride on golf buggy Please indicate number of golfers ( ) and preferred tee off times after 10am ( ) Wine Tasting Tour Please indicate number of participants ( ) Hot Air Ballooning Please book directly with the Balloon companies. Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au
Accommodation	Chateau Elan – special discount book online with Promo Code Elan 60 The Hunter is extremely busy at weekends and tends to book out early. (Promo code Elan 60 expires 45 days before the event commencement) Other options at the Vintage are Grand Mecure Apartments and holiday housing booked through the Vintage Realty
Costs	Friday – Cash Bar Saturday – Celebration Dinner $80 per person (3 courses alternate serve, cash bar – please advise of any dietary requirements)

* Please note additional announcements will be made as we get closer to the event.

FOR INFORMATION AND EXPRESSIONS OF INTEREST CONTACT PAUL SCHMIDT JULIE.SCHMIDT42@BIGPOND.COM OR 0419 416013

NSW CSCA Round 3, Run by the Newcastle MGCC



Saturday the 25th of June saw the club off to Pheasant Wood Circuit in Marulan for round three of the 2022 CSCA Supersprint series, kindly hosted by MG Car Club Newcastle.

Of the fifty-strong entry, twelve were from Club Lotus Australia, who tackled the twisty and narrow circuit in lovely winter conditions. Incredibly, around six of those went on to set personal bests, with Richard Wodhams, Len Goodwin, Colin Rudd, Graham Allen, Chris Pearse and Tino Cho all going faster than ever before. Mark Meletopoulo entered and arrived on the day, but unfortunately due to suspected fuel pump issues wasn't able to make it onto the track as a starter.

William Pearson was the quickest driver on the day, running the Williams sports race car and steering it to a 0:55.968 with a comfortable lead ahead of Richard Wodhams, the first CLA driver home and first in P2 on a 0:58.15 in his Elise. Third fastest went to MG Car Club Newcastle driver Jim Hull, who piloted a Toyota Yaris GR to fastest R2 on a 0:59.03.

The remainder of the top ten were crammed into about a second of track time, starting with Colin Rudd who put in 38 laps on his way to fifth overall and first M2 in the Elise 220 Sport. Len Goodwin was the first CD1 driver home in the Elan 26R, seventh overall, while Chris Pearse completed the top ten in his Exige 420, running a 1:00.17 to go fastest in M3.

Elise pilot Graham Allen was a few tenths behind on a 1:00.81, while Garth Selig, driving under HSRCA, wrangled the GSM Dart around the circuit 42 times, presumably learning the truth of life, the universe and everything on the way to a 1:01.54. Commodore driver Peter Deller was hot on his heels, finishing the day on a 1:01.65, with brother John a second or so behind on a 1:02:94. A hair quicker than John was Melanie Valdes in the Exige S, running a 1:02.77.



Lachlan Klumper ran with us for the first time at this round in 2021, and improved this year by nearly a second with a 1:05.90 in his Mazda MX-5. Tina Cho was not far behind and went close to two seconds faster than her 2021 time in her Subaru WRX, putting in



a 1:07.56, while Grant Paisley continued to improve in skills and confidence on the way to a 1:12.17 in his second outing with the club.

We'd like to send a special thanks to Brett Stevens, who had to withdraw his entry due to car problems, but still came out to support the series and kindly volunteered his time as photographer for the day. Enjoy his images, and make sure to find him at www.brettstevensphotography.com, or @brettstevensphotography on Instagram.

Round four is just a few weeks away on Saturday the 16th of July, and will find us back at Wakefield Park, where the Triumph Sports Owners Association will host. Entry is available now at this link.

https://motorrace.com.au/event/tsoa-sprint/



Hazel Chapman remembered

East Carleton Manor – the home of Colin and Hazel Chapman and just two miles from Lotus' Hethel HQ – was a fitting venue for the memorial event for Hazel, who died last December aged 94.

The Chapman, Payton and Hepworth families welcomed around 180 guests to come together to remember Hazel and celebrate her wonderful life. They were invited to wander through the grounds of the Manor, before gathering in a marquee on the front lawn, for afternoon tea and a toast to Hazel.



Lotus Cars was represented by Managing Director Matt Windle, together with a number of current and former colleagues. A number of key figures from Team Lotus history were also in attendance, as well as a host of family friends.

Hazel and Colin Chapman were the co-founders of Lotus, originally established in 1952 as the Lotus Engineering Co., in North London. A collection of early Lotus cars, with which Hazel was closely associated in those early days, were gathered outside for guests to appreciate. Before starting a family Hazel was known for competing successfully in speed trials and circuit races, under the enthusiastic encouragement of Colin.



Lotus Cars relocated to Norfolk in 1966, leading Hazel and Colin to the derelict East Carleton Manor estate, which had become a pig farm, and with a large haystack in place of the original manor house. While Colin concentrated on the state-of-the-art factory at Hethel, Hazel set to work building a new manor house and gardens.

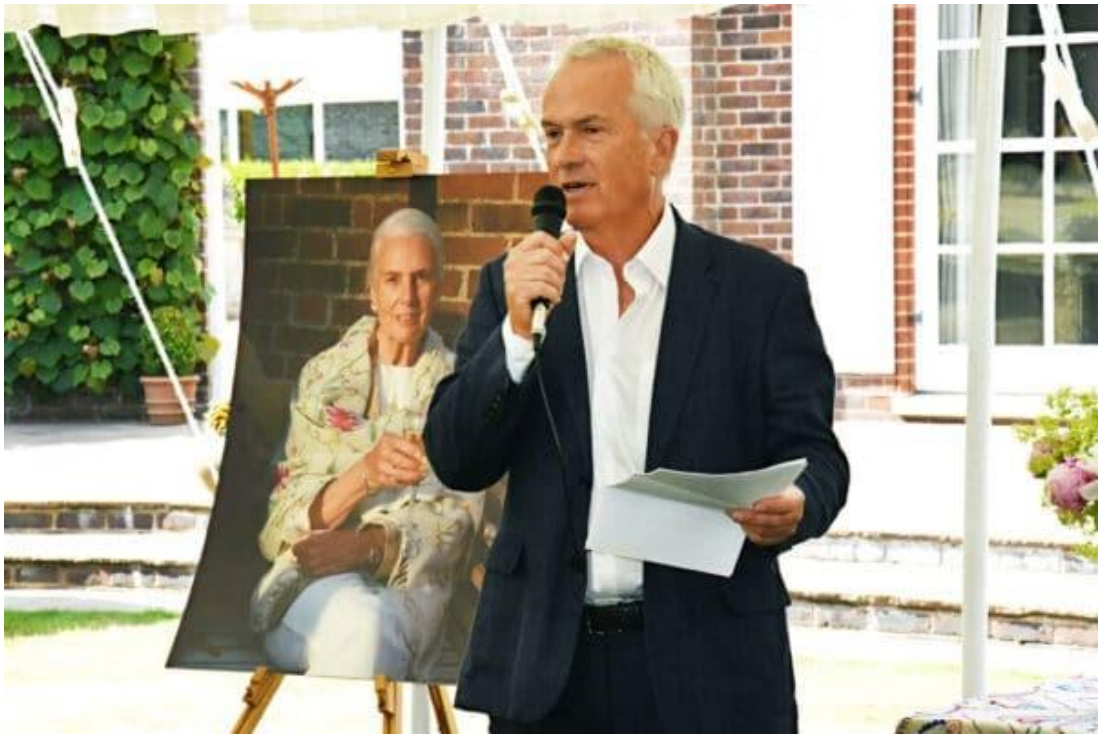
Hazel took to garden design in much the



same way as Colin designed racing cars. She gathered together a dedicated team of builders, groundsmen and gardeners and led from the front, inspiring the team to achieve great things.

Hazel was heavily involved with the early days of Lotus, until she took on the role of raising the family; Jane, Sarah and Clive. When Colin died suddenly, in 1982, Hazel was thrust back into the Lotus business, securing a future for the car company and deciding to continue the family involvement with the Formula 1 team. Never one to be intimidated, she faced this challenge, together with Colin's colleagues, and made sure that Lotus would overcome the loss of its inspirational leader.

Hazel's son Clive made a speech about his mother's wonderful life, recalling some of her many achievements and adventures along the way. Clive commented: "My parents achieved extraordinary things, which benefitted thousands of people both worldwide and in Norfolk, in particular. It is fitting to welcome so many guests to the beautiful gardens that my mother created, and for us all to remember her together."



Hazel passed away on 13 December 2021 peacefully at home with family. Aged 94, it was 39 years after Colin died, since when she lived alone, with her family close at hand.

Historic Lotus

World famous photographer Jutta Fausel-Ward turned 80 recently and whilst now retired, remembers fondly many of the great drivers of the 60's and 70's.



On the 23rd July1961 at the Solitude circuit outside of Stuttgart, Innes Ireland won the GP for Lotus. In the grandstand was a young girl attending her first race meeting holding a borrowed Rolleiflex camera. It was to be the start of a glamorous and famous photographic career. Her name was Jutta Fausel.

Born in East Germany in Zeuthen, she grew up peacefully on a farm. But at age 11, her life changed dramatically when her mother, using a borrowed West German passport crossed the border. From there they went by truck to Guepping near Stuttgart to join her father who had earlier escaped. There she finished school and worked in a local photographic shop learning everything she could about the trade, then onto a specialist photo and graphic school for the next 3 years.

Because of her fathers interest in motorsport, she also became a follower and joined him at the Solitude GP in 1961 which is where we came in. At this race she captured photos of Jim Clark, Jack Brabham, Jo Bonnier, Bruce McLaren and Dan Gurney. Jutta freely admits they might not be the best of her photos, but the bug had bitten, She returned the following year, this time with a Leica fitted with a telephoto lens that she borrowed from her boss in the camera shop. Unhappy with the shots from the stands, she took herself almost trackside into the trees and shot form there. Not established enough to get the credential of a Press Pass, later in the day she managed to wrangle her way into the paddock to photograph the drivers, mechanics and the team bosses.

In those early days, by way of introducing herself, she shared her photos with the teams. At this stage she was still an amateur but her break came when the editor of Automobil-Sport approached her and asked her to take some photos for the magazine, She was paid 5 Deutschmarks for each one published. She started to attend more race meetings in Germany, bought her own camera an soon was selling photos to several motorsport magazines throughout Europe.



Mike Spence and Jim Clark captured by Jutta

Unfortunately, when she was just starting out, female photographers were rare and they had to fight sexism in an all male sport. Her press credential at Nurburgring disappeared even though she was listed to get one. Luckily she knew a race official and eventually got accredited. In an interview with Mark Vaughn in 2021 she recalls " We were only 3 women in racing, one from England, one from Italy and one from Germany, me. So it was not always easy…but it

got better."

Because of her pleasant outlook and lively personality she quickly cane to know officials, team managers and the drivers. "Later there was an invitation from Colin Chapman to dine with the Lotus team. It was more just a familiarly, everyone was travelling around Europe for all these races, and you couldn't help to get to know each other. Chapman always had dinners on Friday evenings, they had something for sponsors you know and that's how I met Jimmy."



Ronnie Peterson and Max Mosley JFW

"Jimmy Clark was a little bit my hero…..Oh they were all nice drivers Jo Bonnier, he was nice too, later on I met Mario Andretti when he drove for Lotus"

"I was there when Pedro Rodriguez was killed, I saw the whole thing… the Monday after, all the German magazines called me and wanted to have pictures of the crash. I said no, I would never sell a picture which was from a bad accident…I would never ever sell these pictures."

Without a doubt her toughest loss was Jim Clark. "….at Hockenheim….because he gave me his gloves, his racing gloves, the red ones with JC on the top there. And I was wearing them, it was a cool day, it was slightly raining." She was there with Bill Gavin who went on the write ***The Jim Clark Story.*** "We were in the middle of the infield there shooting, it was lap number seven, and then Bill came up to me and said 'Did you see him?' I Sid no, he didn't come back, So I looked at the start-finish. And I looked at the race director and the race doctor, and I saw the car going out with the doctor….and when I got to pit lane… one of his friends took me to the car,,,and I didn't take any more pictures, I just sat there, and then Graham Hill came…and he said 'yeah, I'm sorry"

Describing her work, Autoweek contributor Pete Lyons said "Every good photographers develops their own eye, its hard to describe…you look at pictures and you say 'Oh I bet Jutta took that one. Yeah, yeah that's a Jutta picture'" Photojournalist Ed Justice Jr. also makes it clear what it was like in the 60's and 70's. "Jutta shot in an era…that it was much harder to capture the images she did, compared to today with autofocus, built in light meter that capture images in RAW" this allows photographers via various photoshop techniques to recover improperly exposed images, fiddle with contrast brilliance an the like.



Christmas at Jutta and Johns with what looks very like a picture of Colin Chapman in a Lotus 12

Whilst now retires to Costa Mesa with her husband John Ward (hence the Jutta Fausel-Ward) she was contacted on her 80th birthday by both Bernie Ecclestone and Mario Andretti to wish her well. Mario recalls "I have known Jutta for 52 years, we met in Germany in 1969 at the Nurburgring. After that I would see her everywhere…….she always had a smile and it was easy to develop a friendship with her….Even today when I look at old photos I find myself thinking 'That's one of Jutta's photos' I recognise her work and appreciate it how good she was at capturing our sport, She is fondly remembered by many, many racers"

Hobart's Sandy Bay meet, July 2022

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 July 2022's catch-up, held on Sunday the 3rd, and very kindly reached out with a few photos that you can enjoy below.



A good group of Lotus braved a chilly Tasmanian winter morning for this month's meet, with Elise, Elan and Evora all on display, and a lovely little PRB also joining the crew. Enjoy the Lotuses on display, plus the other classics joining the meetup.

The group get together most months for a casual catch-up on the shore of Sandy Bay with the next being on June 5.

Images thanks to Robert Verhey











Eletre, Emira, Evija: ultimate three-car garage from Lotus at Goodwood Festival of Speed, plus the Emira GT4 race car

One of the world's most eagerly anticipated performance cars, the Lotus Eletre hyper-SUV, will make its world debut in public later this week at the Goodwood Festival of Speed.

Unveiled on 29 March, the bold, progressive and exotic EV has the soul of a Lotus and the usability of an SUV. It will take centre stage on the all-new Lotus stand at the UK's biggest four-day annual showcase of motoring and motorsport.

And if last year's event is anything to go by – when car fans queued round the block to see the all-new Emira, unquestionably the star of the show – the Lotus stand will be a huge attraction once again.

Goodwood also marks the public premiere of the ultimate three-car garage from Lotus, as the Eletre will be joined on stage by the beautiful Emira sports car and the pioneering Evija hypercar – a whole new generation of Lotus performance road cars. And creating a four-car family will be the Emira GT4; the race car was unveiled just last month, making its dramatic dynamic debut on the test track at Hethel, the home of Lotus since 1966.



The Emira GT4 will be in the thick of the action on the iconic Goodwood Hill Climb on Thursday, Friday Saturday and Sunday, as will the Emira and Evija. And look out for Formula 1 world champion Jenson Button, who will be behind the wheel and on the Lotus stand at selected times during the event.

Matt Windle, Managing Director, Lotus Cars, commented: "Last year we were the featured marque at Goodwood Festival of Speed and all eyes were on the Emira. The attention it attracted and the deposits we took on the stand were phenomenal. Fast forward 12 months… another Festival, another new car from Lotus. The Eletre is equally as exciting for us; the most significant milestone yet in the ongoing transformation of Lotus and something genuinely different to everything else on the market. We can't wait for another exceptionally busy and very successful Goodwood."

The Lotus Eletre – which can also be seen in the event's Electric Avenue showcase – is the first of a new breed of pure electric SUVs. It takes the core principles and Lotus DNA from more than 70 years of sports car design and engineering, evolving them into a desirable all-new lifestyle car for the next generation of Lotus customers.

The company's famed expertise in the fields of ride and handling, steering and optimised aerodynamics have been carefully and respectfully evolved. The Eletre takes the heart and soul of the Emira and the revolutionary aero performance of the Evija, and reinterprets them as a hyper-SUV.

A bold new dimension to the Lotus performance car portfolio, the Eletre delivers a significant number of firsts for Lotus – the first five-door production car, the first model outside sports car segments, the first life-style EV, the most 'connected' Lotus ever. And yet it remains a true Lotus, a beautiful car 'carved by air', packed with pioneering technology, genuine sporting performance and simplicity of purpose, designed and developed by a passionate and global team.

The Eletre is 4WD, has a battery capacity that's over 100kWh and with power range from 600hp to 900hp. A 350kW charger will deliver a 400km (248 miles) range in just 20 minutes. The car's target maximum WLTP driving range is circa 600km (373 miles). It also comes with the ability as standard to accept 22kW AC charging which, where available, reduces the time plugged in.

Technology includes the most advanced active aerodynamics package on any production SUV, and intelligent driving technologies such as the world's first deployable Light Detection and Ranging (LIDAR) system in a production car. Add in a dynamic walk-up sequence that delivers a moment of theatre every time the driver approaches the car, and it's clear the Eletre is making a simple statement – this is Lotus reinvented, the birth of a new icon into the Lotus stable. Production starts at an all-new state-of-the-art factory in China at the end of this year and first customer cars will arrive in Europe in spring 2023.

The Lotus Emira GT4 marks the start of an exciting new era in performance GT racing for Lotus. It is the first new model from Lotus Advanced Performance, the bespoke vehicle and experiential division of the business launched earlier this year. The first year of production is already sold out.

The return to world motorsport is a key pillar of the company's transformation from a UK sports car company to a global performance car business and brand.



Each Emira GT4 customer will receive a homologated performance machine, hand-built with lightweight motorsport components and equipment to meet the latest safety regulations. The advanced composite bodywork makes the car exceptionally lightweight, and is coupled with Toyota's race-proven 3.5-litre V6 engine and optimised GT4 aerodynamics derived from the road-going Emira's advanced exterior design.

At the moment of impact

CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS)

50th Anniversary of our club (Club Lotus Australia) We will be gathering at the Fairmont Resort in the NSW Blue Mountains in 2023 from Friday June 23rd to Sunday June 35th. This is a fabulous destination of world class standards and the Club has secured a very attractive rate from the resort. No final details, just put in in your Diaries for next year. Full details in the coming months and we will be asking for expressions of interest and a modest deposit probably near to October this year. One of the organising committee, Brian Caldersmith is assembling a vast collection of photos from the early days and would love to add to his collection. So, a special appeal especially to members in the 70's, 80.s and 90's for any photos of cars or people enjoying their Lotus. If you could scan then that would be great and then send them to Brian at briantc@bigpond.com. If you have photos but no ability to scan the please contact me t.devitt@bigpond.com and we will work something out.. Finally, if you know any old members who have dropped out of the Club, could you please tell them about this event and assure them we would love to have them join us



New 'Driving Change' ESG Charter commits Lotus to become first established sports car maker to go fully electric

Lotus has launched 'Driving Change', its new Environmental, Social and Governance (ESG) Charter. Its four core commitments will pave the way for the car maker's future success as a responsible global business.

The four core commitments are:

All new mainstream vehicles from Lotus from 2023 will be fully electric

Lotus will be certified as a net-zero business through a commitment to become a SBTi (Science-Based Target initiative) organisation

The global community of Lotus colleagues – US LOT – will be at heart of global sustainable growth, ensuring all those inside the business are 'called to action' on the ESG priorities

Lotus is fully committed to inspiring the next generation through education and global communities' outreach

Highlighting how Lotus will become the first established sports car maker in the world to have a fully electric product range, the charter is a key part of the Vision80 strategy which is guiding the transformation of Lotus, from a UK sports car company to a truly global performance car business and brand ahead of its 80th anniversary in 2028.

A strong ESG proposition promotes business efficiency, employee engagement and productivity, investment and asset optimisation. It also ensures Lotus is always aligned to its external regulatory commitments, driving innovation and competitiveness across all aspects of the business.

Matt Windle, Managing Director, Lotus Cars, said: "Our new ESG Charter formalises many activities that we have been carrying out for a number of years. Lotus as a business has always been agile, efficient and impactful within the automotive industry. Now, more than ever, as we transform rapidly to become a global pioneer of electric performance vehicles, we recognise our responsibility to do so in ways that lead our industry in minimising its impact on the environment, benefitting society and the planet as a whole."

All new mainstream vehicles from Lotus from 2023 will be fully electric

The first of the four core ESG commitments is through the Lotus product line-up; all future new mainstream vehicles from Lotus will be fully electric. It's a move inspired by the Lotus Evija – the world's most powerful production car – launched in 2019 as the first British electric hypercar. Customer deliveries begin later this year.

The Evija was followed by the Emira sports car launched in 2021. It is not an EV but was designed using the same aerodynamic and efficiency principles, and is the last internal combustion engine-powered production car from Lotus. The Emira has also been designed and engineered to be more than 95% recoverable and more than 85% recyclable.

The latest of Lotus' new generation of cars is the Eletre, launched earlier this year. It marks the company's transition to a full line-up of electric vehicles and seals the brand's place in history as the world's first established sports car maker to go fully electric. The Eletre is a bold new hyper-SUV and sees the iconic Lotus sports car DNA evolved for a new generation of customers.

These new Lotus models will be joined by three more EVs in the next four years – a four-door sports sedan (the Type 133, which launches in 2023), a second SUV (Type 134, in 2025) and a lightweight next-generation sports car (Type 135, in 2026).

Lotus is also supporting other businesses in their desire to move to an all-electric future. The company's Lightweight Electric Vehicle Architecture (LEVA) is the innovative new technology underpinning the Type 135 for Lotus, and is also commercially available through Lotus Engineering, the consultancy division of the business.

The passion that Lotus owners have for the brand is also part of the sustainability story. Since 1948, when the first Lotus car was born, more than 105,000 have been built and Lotus estimates up to 70% are still in use.

Lotus will become a net zero company through a commitment to become a Science-Based Target initiative (SBTi) organisation

The ESG Charter commits Lotus to become a SBTi organisation. Using an SBTi provides guidance and methods to companies to set science-based targets in line with the latest climate science.

The ultimate goal for Lotus is for certification as a net-zero company. This will be achieved through sustainability in the design of its products and the way they are manufactured, and is well underway today. The Driving Change commitment includes significant reduction in carbon emissions throughout the business; substantial elimination of waste; driving efficient and sustainable use of resources in both operations and supply chains; and protecting and preserving natural environments.

Much of this work is already in progress. For example, Lotus is a proud signatory of the COP26 zero emissions vehicle declaration, uses a REGO (Renewable Energy Guarantees of Origin) energy tariff to power all UK sites, has installed energy sensors to monitor and analyse energy consumption and a solar array is in development to provide up to 30% of the total requirement. In addition, all human waste from the site is recycled and used to support local agriculture.

The global community of Lotus colleagues – US LOT – will be at heart of global sustainable growth, ensuring all those inside the business are 'called to action' on the ESG priorities

Lotus is and always will be a 'people business', constantly recognising teams of colleagues around the world. The global community of Lotus colleagues – collectively known as US LOT – will be at heart of its sustainable growth. Priority is given to the health and well-being of the entire Lotus community – both inside (employees and business partners) and outside the business (customers and fans) and this is key to the success of the business as it grows.

The Driving Change ESG Charter also ensures that diversity, equality and inclusion continue to be aligned to the core culture of respect; these are the fundamentals which have been passed down through the last 74 years, from when founders Colin and Hazel Chapman built the first Lotus car in 1948.

Lotus is fully committed to inspiring the next generation through education and global communities' outreach programmes

To help inspire the next generation of Lotus colleagues, the business is leveraging its unique global appeal to stimulate the ambitions of young people, especially in the creative STEAM subjects (Science, Technology, Engineering, Art, Mathematics). Educational outreach programmes, including school visits to Lotus manufacturing facilities and the Lotus Learning Academy, have proved popular with local communities, and will continue and evolve.
From ***The Lotus Forums***

Answer to last months "Now who Said That?"



Last months quote was

"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."

And a welcome return to the winners circle was Anne Blackwood with the first correct answer of Tony Brooks"



Brooks and Moss shares a Vanwall for the 1957 British GP at Aintree. Don't you love the old Standard Vanguard 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!



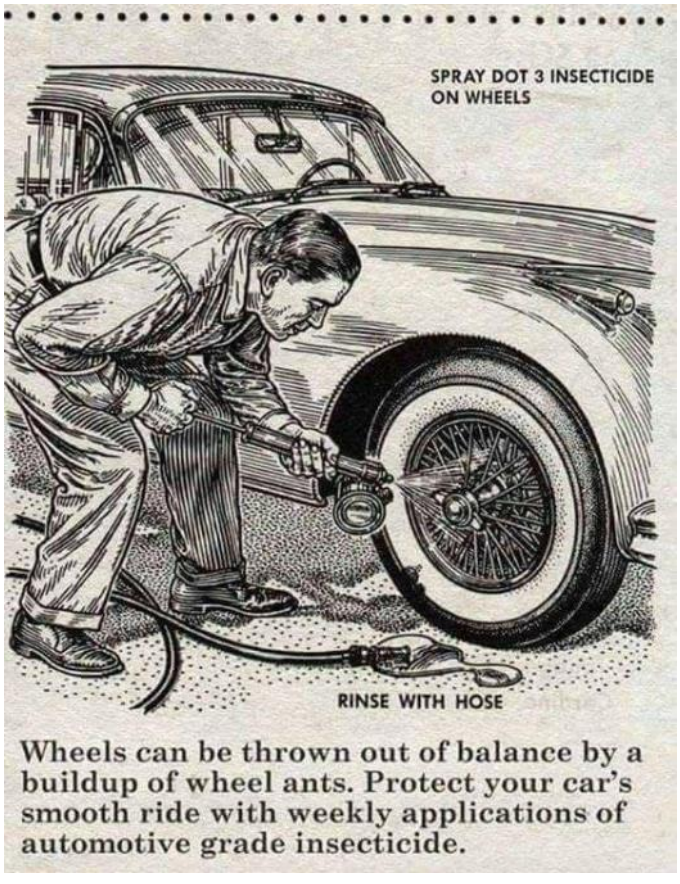
This months quote is

"Now, it's not even close to the truth because you can change everything. You change the pimples in the face, you can change the background color. You can take off sponsor names, you can do anything you want."

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. No hints because its too easy!

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
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.





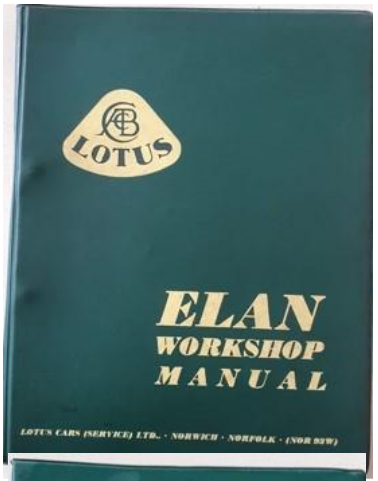


FOR SALE

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

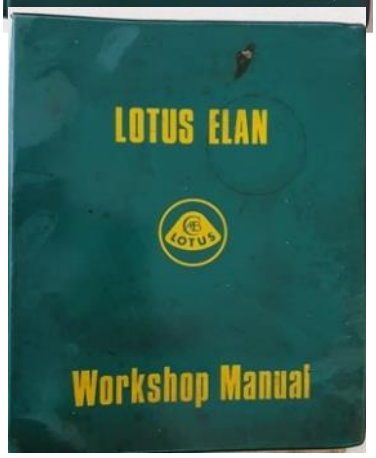
Lotus Elan + 2 Services Parts List Part No X036T0325H – Suitable for all Elan +2 including the Big Value 5 speed model (S130)

$150.00



Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

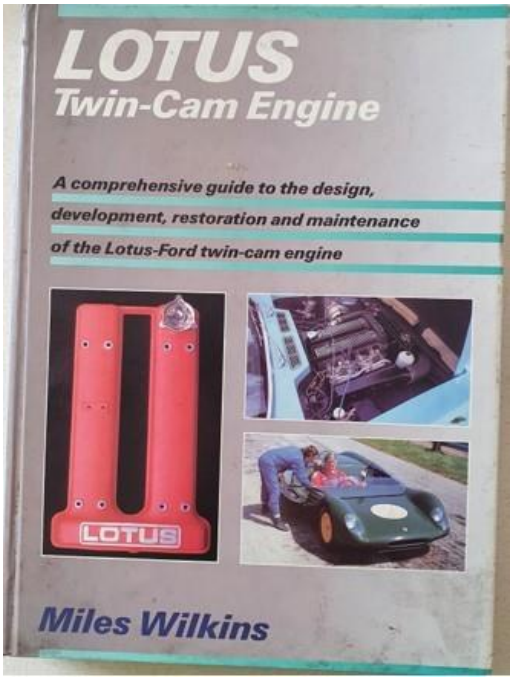
I have more pictures available, contact me if you are interested.

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!



FOR SALE

Lotus Elan Plus 2



I have had the pleasure of owning this car since 1995 and am reluctantly selling it because I can no longer give it the use it deserves. It is not in concourse condition but is a good honest car that can be driven as is or improved over time. I recently updated the rear suspension with new adjustable "A frames" including all new bushes, new shock absorbers and springs and new brake discs, pads and hoses. The brake and clutch master cylinders were overhauled, the battery replaced and new tyres fitted, balanced and aligned. The interior is very clean and tidy as the carpets have been replaced, the boot re-trimmed and the upholstery and trim repaired where necessary.



The car has the 1,558 cc twin overhead cam four cylinder motor with two twin-choke Weber 40 DCOE carburettors and a four speed manual gearbox. The engine runs well and the car handles beautifully.

The sale includes a factory original Lotus Elan + 2 Workshop Manual (signed for me by the designer of the Lotus Elan, Ron Hickman), and a Lotus Elan + 2 Service Parts List.

For more information contact Jock Osborne on 0417 884 109 or jjosborne@adam.com.au



