OCTOBER 2022



Chunky's Chatter

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



Inside this issue

- 50 and 60 years ago this month 2 different Lotus Formula One drivers were on the cusp of winning the World Championship.
- Report from Round 5 of the NSW CSCA from Seth Reinhardt.
- Anne Blackwood makes it clear on the value of a top quality helmet.

October 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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Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER. Emerson Fittipaldi wins the 1972 Italian Grans Prix in a Lotus 72D and the world championship as well.

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

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

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

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

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

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

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

Club Lotus Australia Committee

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

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

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

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

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

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

General Committee Rob Costa (02) 9597 1470, robertlcosta1@gmail.com

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

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

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

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

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

Registrars

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

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

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

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

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

Presidents Prattle
With Ashton Roskill



Well here we are into the last quarter of 2022 - who'd a think it? Where has the year gone so far?

It's certainly been a bit up and down, both weather-wise (and sadly I gather we are heading into the third La Nina cycle) and emotionally - we have lost some close friends, and had our share of disappointments, but also some highs.

On which subject, the crew currently galavanting around Tasmania appear to be having an absolute ball, with fantastic roads, loads to stop and see, and by all accounts some great food and lots of drink being consumed! And all with the sun shining on them.

And of course we've actually managed to string together the bulk of the CSCA series, although the closing (possibly permanently) of Wakefield Park would be a terrible shame; if you haven't signed the petition on-line, and would like to see Wakefield reopen, please lend your voice to the conversation. It is a complicated situation, and probably not that easy to recover from what has been said in the past, but we can but hope that good sense can prevail and we can go back to enjoying the weekends in Goulburn.

In the meantime, Motorsport Australia has re-categorised the Pheasants Wood circuit resulting in the track densities being increased, so potentially this will allow for slightly larger fields and more frequent meets there, which may help alleviate the loss of Wakefield if our hopes don't eventuate.

While we had the very successful Shannons Classic in fine weather, and with a very strong showing across the board, we weren't able to hold the All British Day at Kings School, and so we are busy planning for a get together over the Christmas season to try to compensate a little for the lack of social events outside our Tyre Kicks, which have, it must be said, continued with enthusiasm. So if you fancy a proper Christmas gathering (and can face joining us for the AGM!), please join us on Saturday 10th at the Hydro Majestic - tickets available through the Member Jungle app or through the booking link on our website.

Just in case you haven't already booked in for the Elan's 60th birthday weekend in the Hunter, details for this are also on the website, including the gala dinner booking - get in fast as there's a lot of interest!

Looking slightly further out, we are also getting our skates on for a celebratory weekend in recognition of our 50th Anniversary in June 2023; pencil it into the diary (the weekend of Friday 23rd-Sunday 25th June) and we'll start getting some details circulated shortly.

And right now, I need to get a bit of focus on the imminent Perth to Sydney Marathon rally, leaving from Perth on 28th October and arriving into Warwick Farm (just like the original London-Sydney Marathon which this is replicating the last leg of) on Sunday 6th November; there is parking for car clubs near the finish, and I would be very grateful for any support at the finish line if you fancy a drive down! On the previous day (Saturday 5th) we will be in Cooma, coincidentally at the same time as the Motorfest which I gather we are participating in. So if you fancy joining us down in Cooma, that would also be lovely. The car is almost ready to go on the transporter on Friday (it was supposed to be going by boat, but shipping is all thrown up in the air currently) and having spent some time in her over the weekend, I am quietly hopeful we have solved all the issues Gidget had when she returned from Paris. Wish me luck!

And with that, I need to get this over to Tom, so to all those reading this from the Tour of Tassie, I'm not really jealous at all!

Take care, stay safe, and keep it mostly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



In May 1994 two motor racing enthusiasts (one a CLA member) built a racing circuit near Goulburn. It is/ was a 2.200 km circuit and was named after Charles Wakefield, the founder of Castrol. The founders of Wakefield Park, John Carter and amateur racer and Paul Samuels felt that Castrol had been so influential in helping amateurs go motor racing that Charles Wakefield should be honoured, especially as Samuels' and Carter's' circuit was intended for amateur racers. Paul, was a founder of the HSRCA and competed in a Lotus 11, 15 and 18.

One of the chief motivations for building the circuit was that local Sydney circuits, Amaroo park and Oran Park Raceways were closing and amateur racers were unhilly to afford the daily hire rate at Eastern Creek Raceway.

The local arm of Castrol appreciated this and committed to a three-year sum for sponsorship. Consequently, all the buildings, which were all designed by Samuels and Carter, were in Castrol colours, an appropriate but subtle recognition of the Company's involvement. However Castrol decided that it was not getting any appreciable value from the modest sponsorship, so it stopped the sponsorship.

Goulburn was chosen as it was close to Canberra, the large population areas of the near south coast around Wollongong, was not too far from Sydney and a three-hour easier journey for Victorians than if it had been close to Sydney.

The road racing circuit has hosted the Fujitsu V8 Supercar Series, the Australian Superbike Championship, the Australian Motor Racing Series, drifting, as well as state and club level racing, also Speed off the Streets and motorcycle ride days.

The track was open to the public providing three circuits licensed by the NSW Department of Sport and Recreation, CAMS, and Motorcycling NSW Inc and Australian Karting Association Inc. Commercial "thrill rides" operated there.

The track passed through various owners and is currently owned by the Benalla Auto Club.

Having had the number of days on which it operate cut to 30 days per annum after a lengthy legal battle, The circuit was closed on 31 August and the staff terminated, which is very sad for all involved, but Benalla Auto Club is continuing to work with the new Goulburn Council which has facilitated meetings with state ministers with a view to overcoming the issues which have made the operations unviable (per the Land and Environment Court decision in July). Probably the best place to keep updated is on Facebook on the Save Wakefield Park website, in which Jessica Nicholson, the MSA Clerk of Course is active and you will find details of where you can write in support of the circuit continuing its operations. Just ignore some of the ill-informed comments and assume that Benalla Auto Club has a huge investment to protect, and that Goulburn has now realized the negative effect on their economy that a permanent closure would bring.

And now an important note regarding historic registration.
When you next get you car processed for historic plate registration you must supply to Keith Edwards or Alan Pate, along with a copy of the" pink slip" and form 1259 **3 copies of 'photos of each car,...one of the engine bay... one of the 3/4rear view and one of the ¾ front view.**

Tom

TK&C at CARSS Park September

Thanks to Evan Jones for pictures

(Evan reports there are no pictures from Gough Whitlam park as there was a function on and all the attending Lotus were scattered through the car park)







CLA Christmas party and AGM. Don't miss it!

Expressions Of Interest - Now Open

THE HYDRO MAJESTIC
BLUE MOUNTAINS



Christmas Lunch & AGM

A time to celebrate the festive season together, join us

11.15am AGM, 12.00pm Lunch

Saturday, 10th December 2022

at

The Hydro Majestic, Blue Mountains 52-88 Great Western Highway Medlow Bath New South Wales 2780

$75 per person (note this has been heavily subsidised by the club.

3 Course Meal included

Drinks will be available to purchase on the day.

Seats are limited.

To register your expression of interest , please visit the website and click on "Purchase Tickets" and follow the prompts.

Please note that no payment will be taken, tickets for expressions of interest are at $0.

Sandy Bay all classics in Hobart 2nd October
Thanks to Robert Verhey 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

Round 5 of the NSW CSCA championship final got underway



On Saturday the 13th of August, after what felt like a very long time between drinks with July's round four at Wakefield canceled, we headed to Sydney Motorsport Park's Grand Prix circuit for round five of the 2022 CSCA super sprint series, kindly hosted by The Morgan Owners Club of Australia.
Early that morning we awoke from a soggy couple of days (months?) to iffy weather predictions, grey skies and wet tarmac. Thankfully, that was about the worst of it, with clouds lifting and Mr. Sun shining upon us like he'd never gone anywhere by the time the groups were out for their second run.
An excellent 75-car entry set times during the day, with 19 of those running under Club Lotus Australia. With some very quick machinery out and about and tricky conditions to come to terms with early on in the day, the top few spots on the day would prove uncharacteristically elusive for the club. Jeffrey Schmitt went quickest in the 2007 West WR1000, running a 1:38.69 in a close competition with Adam Savic in a 2018 Stohr F1000.

Richard Wodhams was the quickest Club Lotus driver of the day, putting in a 1:44.61 in his 2006 Exige for fastest P2, but fell just shy of the quickest Lotus – Porsche Club driver Steven Sher running a 1:44.55 in a 2016 Exige. Interestingly, Richard set his fastest lap on only lap 9, with most other drivers finding their pace in the drier conditions later in the day. Brett Stephens and Christopher Daniels were also in the 1:44s, the Exige 202 pilot leading class M3 and Christopher fastest M2 in the Elise S.
No matter where they're running, Colin Rudd and Liam Sheppard continue to be closely matched. Colin fin-







ished the day in eighth overall on a 1:45.87, with Liam chasing on a 1:46.93, ninth. Likewise, Peter Taylor and Gino Valdes had a good run, Peter putting in a 1:47.84 in the 2019 Exige 410 and Gino a 1:48.32 in the '07 Exige S.
Mark Meletopoulo was the quickest R2 driver on the day, ending on a 1:49.65, just a tenth or so faster than Grant Paisley in the 2013 Exige 350. Len Goodwin piloted the Elan 26R to fastest CD1 on a 1:50.96, just ahead of Christopher Pearse, Graham Allen and Craig Sheppard, who covered about half a second of track time in the Exige 420, Elise and Exige Cup.

Terence Waugh had the 1995 Renault Sport S out for a run, claiming fastest in R4, Paul Tilse a second and a half behind in the 2016 Porsche Cayman. Meanwhile, Melanie Valdes was able to sneak away from ensuring the smooth running of our club membership to run a quick 1:57.33 in the Exige S she shares with Gino, with Derrick Cho consistent in the 2002 Civic on a 2:00.89.
Lachlan Klumper ran with the club for the first time at Pheasant Wood in 2021, and hasn't had too many opportunities to run on the city circuit since, putting in a great run in the MX5 to finish with a 2:03.19. He was followed by Tina Cho, who has also been incredibly consistent since her debut with the club in March last year, running a 2:08.39 in the '16 WRX.



Thanks to The Morgan Owners Club of Australia for hosting a smoothly run and most enjoyable day of sprinting, and of course to Sydney Motorsport Park and the many volunteers behind the scenes who make these days possible. You are most appreciated.

With round six of the 2022 series unfortunately canceled, we'll be going into a minor hibernation until Sunday, the 23rd of October, when the Jaguar Drivers Club of Australia hosts the season finale on Sydney Motorsport Park's North Circuit. The final outing of the year should be a good one, with the driver's championship closely contested. Going in to the final round Len Goodwin holds a slim lead, ahead of Colin Rudd by just two points, with John Whittaker two points behind Colin in third. Melanie Valdes holds the lead in the lady driver championship, followed by Sue Tahir and Kristy Crampton.



Seth,


2022
SUMMER
FESTIVAL
SYDNEY MOTORSPORT PARK
DECEMBER 3 - 4
ALL HISTORIC CARS WELCOME
FEATURING
FORMULA 5000, SPORTS SEDANS
GROUP S ENDURO
FORD
66
GTX
HSRCA
WWW.HSRCA.COM
Historic Sports and Racing Car Association of New South Wales

$10 HEAD/$10 HELMET
From Anne Blackwood

$10 HEAD/$10 HELMET



Jennifer Hogan

For many years in various areas of motor-sport there have been discussions about helmet design. I'd like to update you about a recent episode in the Blackwood/ Hogan families about the value of top quality helmets and what a wonderful country this is.

July 3, 2022 saw CLA members Jen and David Hogan (my daughter and son-in-law) competing once again at Hattah Desert Race near Mildura. This is an event they love and have competed in a number of times. This year they headed off with their Gang of Two (Penny and Lincoln) along with David's parents who babysit as well as pit crew.

Saturday's prologue/qualifying showed a new track layout including straights 2 km+ long that were not usually in the event. David was getting to 131 kph and Jen 112 kph on their KTM's. Please bear in mind this is through fine red bull dust.

Sunday was fine and dry and they headed off to the spectacular start – which is an epic event and should be seen via YouTube – of hundreds of riders. David was expected to do 8 x 37 km laps (4 hours of riding) and Jen 4 x 37 km laps (2 hours of riding.)

I'm not sure when everything turned to shit for David but he came off his bike and was rag-dolled down the track resulting in eight units of blood transfused, broken hip, ruptured spleen, shattered collarbone, broken ribs, pulmonary embolism, pneumonia – but no concussion. Here lies the story of the $10 helmet.



David Hogan

Jen having worked in the motor bike industry for 20+ years has always been a stickler for top quality helmets – usually Arai or Shoei. David's helmet was destroyed. For a few weeks following the accident he was still expelling red bulldust from his eyes, ears, throat and nose and I repeat, no head injury.

The spleen was removed at Mildura and he and Jen were airlifted to The

Alfred in Melbourne where he stayed for two weeks which was difficult being in the time of Covid. David's parents returned to Sydney with the bikes and kids. David and Jen were eventually transported via road ambulance from Melbourne to their home in East Seaham. Flying was out of the question because of the embolism which doesn't like altitude.



Now for the quirky/warped-humour-Anne-bit. I've always joked that if Emergency Departments sold souvenir spoons I'd have quite a collection. So, I thought, copulate them! I'll make my own by collecting town spoons at op shops – 18 needed in total. This is a family that has been airlifted three times; suffered three major hip injuries, etc. etc. I give a meagre regulation donation to Careflight and am thrilled that I receive a Christmas card from them which is treasured.



How's David doing? He's doing great. Medicine in this country is amazing. Never underestimate it and never skimp on that helmet.

Anne Blackwood

SA Lotus Torque

An occasional contribution from our SA correspondent

Words and pictures by Andrew Stevens

September Run



We pulled up opposite the Macclesfield General Store: courtesy Andrew Stevens

Our September Run coincides with Father's Day, and lots of family commitments. Unexpectedly a few people turned up to the meeting point but were not coming on the run. Most people are keen on an easy run, so that those with lunch organized could get back home in time.

David Giles had his orange Europa present complaining of a flat spot after changing jets, while Ian and Dave Peters met up for Father's Day and were negotiating whether Ian was going to buy his Dad a coffee or not. It was also good to see Lee Rolph and her partner Judith along, although sans Elise due to a dodgy knee (Lee not the Elise). The rest of us decided that a gentle tootle up the Angas Valley to Macclesfield was in order. Steve Clark decided to take the freeway route to Macclesfield in his Volvo estate, re-joining the Macclesfield road just ahead of the pack of Lotus. Bloody Volvo drivers !

The small pack included Andrew & Sheana in their Europa, Wayne and Carol in the S1 Elise, Aurie and his wife in the Evora, Jim and Elspeth Dover in the twin cam Europa, David and Michael Hopper in David's 240 Cup Exige, John Carter in his yellow S1, and Tony Heard and me in my S2 Elise. The weather was great, although a little overcast and cool for those with their roofs removed. The Angas Valley is an ideal drive, with open windy roads well suited to the Lotus handling and fast enough to be enjoyed while staying legal. Once we'd cleared the horse float and the cyclists, we were able to enjoy the road running passed the Mylor Market, through Echunga, Flaxley and on to Macclesfield.

Unfortunately, the eclectic Café in the Old Garage at Macclesfield has closed down, meaning that parking out front of the old garage was a breeze. The good news, however, was that the old General Store, just across the road, has been taken over by a group of local women, fantastically refurbished and redecorated and is serving excellent meals, snacks and most importantly for us, coffee. Score one for Macclesfield. We divvied up across two large tables for delicious morning teas (or breakfast), with discussions ranging from F1 quali-

fying to some scary recent work health and safety incidents.

As many people had family events scheduled, we pulled up stumps early, and everyone headed off to their respective destinations. As Tony and I motored back down onto the Adelaide Plains, the sun made a welcome appearance, and justified our decision to leave the roof off.



Aurie and Wayne occupied a spot outside a couple of quaint cottages: courtesy Andrew Stevens

SA Lotus owners meet up at the back of the Sikh Centre carpark at the bottom end of the SE Freeway on the first Sunday of the month.

Happy Motoring

Andrew Stevens



A great photo from Classic Team Lotus, Martin Brundle, Emerson Fittipaldi, Damon Hill & J. Herbert. 11 Sept 2022

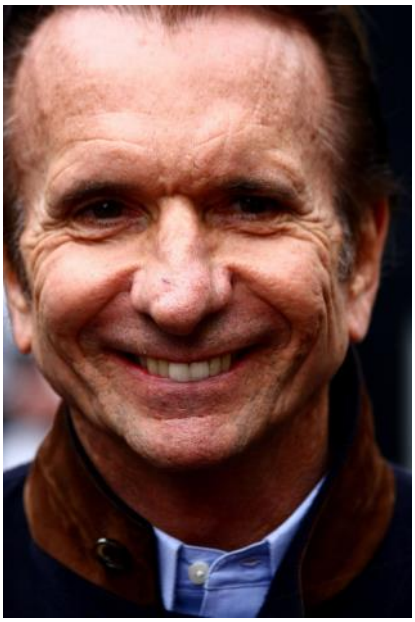
At 25 Emerson Fittipaldi was the youngest F1 driver in history to win the world championship, and of course he won it for Lotus 50 Years ago



Emerson Fittipaldi was crowned world champion after winning the Italian Grand Prix from Mike Hailwood and Denny Hulme

With the success of the Cosworth DFV engine and Lotus 49/49B cars in 1968, Team Lotus was enjoying the reputation as one of the top F1 teams and sponsorship money was pouring in, Chapman decided to employ a third driver on the team for championship races as the testing ground for younger drivers. This was in contrast to the team's tradition to use non-championship F1 events for the purpose. The third seat was given to Alex Soler-Roig in early 1970, and then to Emerson Fittipaldi starting with the British GP in July, with Jochen Rindt and John Miles as the regular first and second seat holders. Fittipaldi scored a fourth place as the No. 3 driver at the next German GP where the No. 1 Jochen Rindt won, and the No. 2 John Miles retired.

Of course everything drastically changed when Jochen Rindt was killed at Monza in September and tragically became the only driver to win the championship posthumously. At the end of the year, with his nerves shot, John Miles also left the team, and Fittipaldi was promoted to be the Lotus No. 1 driver on his fifth F1 race at the United States GP with Reine Wisell and Pete Lovely employed as the teammates. Fittipaldi proved up to the task and won this first post-Rindt race for Lotus.



Sadly, the years have not been too kind to his looks

In his first full year as Lotus's lead driver in 1971, Fittipaldi finished sixth in the Drivers' Championship as the team further developed the previous season's Lotus 72. Armed with what was arguably the greatest Formula one design of all time, the Lotus 72D, Fittipaldi proved dominant in 1972 as he won five of 11 races and claimed the F1 Drivers' Championship with his victory in the Italian GP on the 10th September 1972. On the way to the race, Emersons car was seriously damaged. He raced a second 72D but with specifications similar to the previous years model. Worse was to follow as Emerson takes up the story* "During the morning's warm up session… which we used to do with full tanks…we discovered that my car's fuel tank had sprung a leak. Eddie Dennis, my chief mechanic said 'Emerson, we are really marginal on time, but were going have to change it', Avidly I watched the boys do their work and it was a fantastic sight to see…With a few minutes to spare they completed the task."

"And then something strange happened. Having had nothing but trouble and hassle through the weekend so far, suddenly everything began to go our way for the race".
As cars in front of him failed, with 9 laps to go he found himself in the lead. "Those last laps seemed to go on forever. As I reeled them off, I was thinking of 2 men, Colin Chapman, the Lotus boss…and my father Wilson…who was commenting on the race for Brazilian TV". Recently I listened to an audio recording of my father reporting the race"
"For the most part of the afternoon he tried to remain impartial and to call the race as he saw it…but when in the closing stages he realised his son was about to make history, his voice cracked and he began to yell with enthusiasm…listing to it now is a very emotional experience".



Emerson with his grandson at Monza after an F3 race

At 25 he was then the youngest champion in F1 history. It appeared he might do it again in 1973. But after three wins in four attempts with the 72D, he began to struggle in the new 72E that was unveiled mid-year. It resulted in the reverse of the previous year, with Stewart beating Fittipaldi for the Drivers' Championship. Fittipaldi left Lotus to sign with the promising McLaren team. Driving the highly efficient McLaren M23, he had three victories in 1974, reached the podium four other times, and beat out Clay Regazzoni in a close battle for his second championship. The following season, he notched two more victories and four other podiums, but was second to a dominant Niki Lauda. However, at the height of his F1 success he abandoned the well known race teams and went to race for his brother's Fittipaldi Automotive team. This was never going to work even though he remained with them fer five seasons with his best finish being one second place. After taking a couple of seasons off ,he then started a second successful career racing in American CART series.
Before finishing, there is an amusing story involving American motor racing fans with their hero's and traditions. In 1993 he won the Indianapolis 500 and in victory lane celebrations, drank a bottle of orange juice rather than the traditional bottle of milk. (his family owned several orange orchards in Brazil which he wanted to promote). Not only was he booed but he had to forfeit $5000.00 from his winnings and apologise to the American Dairy Association. Additionally a week later he was booed again in Milwaukee. Even when he returned to Indianapolis in 2000 to drive the pace car, he has heckled and booed for the milk snub all those years ago. Go figure!!

Quotes from ***EMMO, A Racers Soul***.
TD

It doesn't always have to be about Lotus does it? 50 years ago this month Peter Brock drove the first of his 9 Bathurst victories



The major Australian car manufacturers in Australia in 1972 (Holden, Ford and Chrysler) were in a bit of a bind. Back as far as 1963, they were beginning to show an interest in motor racing. The world of Series Production after the 1971 race started to get frantic. Holden developed a 5 litre Torana XU1, Ford were developing a Phase Four version of the GTHO from its latest XA Falcon, and Valiant buoyed by its relative success from the previous year, were assembling a 340 cubic inch V8 version of its Charger. But trouble was on the horizon. The Sydney Morning Herald and its offshoots throughout Australia revealed the Holden and Fords were building 160mph "Killer cars" for sale to the public in order to get them eligible to run at Bathurst. Even though only a small number of these supercars were needed to be built for the car to race, the public uproar was too much. The two Phase 4 GTHO cars were cut up and scrapped (Although there is a rumor that one of them escaped the chopping block and is still running around). Torana postponed their model and Chrysler went ahead and raced in 1972.

But another factor was in play. Somewhat behind the scenes was the Adelaide company, Globe Productions, manufacturers of excellent and specialised alloy wheels. Early on they had been commissioned by the HDT to build 6" wide 13" wheels for the new V8 Torana. When this was temporarily killed off Holden continued to build XU1 Torana's with the new wheels so they could be quickly homologated. At the same time Ford had commissioned Globe to build 7" by 15" wheels for the Phase Four but by the time this car was abandoned, they were quickly running out of time to get these new wheels approved. With a bit of quick thinking they labeled 200 sets of these as factory parts and heavy-handed the Ford dealers of Australia to buy them and thus get last minute homologation.

The 1972 race was the last to be held over 500 miles and it was also the last race to allow drivers to compete over the whole distance without a relief driver. The class classification was to be in four classes defined by CPU's (Capacity Price Unit). This was calculated by taking the engine capacity in liters multiplied by the Australian purchase price. Classes A (Datsun Mazda) and class B (Escort. Mazda Fiat and small Torana's) were fiercely competed and 'cheater cars' were being used especially in practice and qualifying if not in the race itself.

Practice started in the rain, and teams were now seriously differentiating between wet and dry tyres, But HDT's Harry Firth wasn't called the 'old fox' for nothing, he got the Dunlop technicians to start hand grooving dry weather tyres to use in the wet, The Holden team came to Bathurst with 2 cars, one for Colin Bond and one for Peter Brock. Ford also did some diddling with their cars which resulted in Alan Moffat getting pole position with a 2.35.8, 3 seconds faster than his record lap the previous year, and clearly favorite for his third consecutive win of the race. John Goss was second (timed just before he blew his engine and had to be taken into Bathurst for and overnight rebuild). French and Gibson occupied the second row in their Falcons and the third row had Brock in his Torana and Leo Geoghegan in the first of the Valiant Chargers,



When the flag dropped on Sunday morning it was still raining and Moffat got away first in an enormous cloud of spray with the other Falcons close



Peter Brock drives to his first Bathurst victory in 1972 a lap ahead of second place John French (No mention of '05' as a racing number in those early days!

behind, but up around the mountain Brock, then Bond and Grahame More got their Toranas past the slip-sliding Falcons, to be behind Moffat at the bottom of the straight. Brock later recalled "For the first few laps I just couldn't see, I could only see the stop lights…I was following Moffat and I had to rely on his brake lights and my memory of the circuit to figure out where to go. I couldn't have picked anyone better to follow, though. He's dead safe. I knew he knew what he was doing. "
Then in the section between Reid and McPhillamy, Colin Bond had his only serious accident in many years of racing when his car aquaplaned, hit the wall and rolled down a small slope, The HDT was down to one car. By lap 10 John French got by Moore and then Brock on the next lap, but a lap later was in the pits with a deflating tyre. Devastation continued on the circuit with 1967 winner Fred Gibson also rolled his Works GTHO Falcon at McPhillamy Park in the early wet conditions after being forced offline when lapping a slower car. The Falcon spun into the bank and rolled onto its roof on lap 22. (This was not far from the monumental accident that Bill Brown* had been involved with the previous year in his Phase 3 Falcon). But on lap 28 Brock was less than a metre behind Moffat who then has an enormous spin and let Brock through to the lead. The race continued with both Brock and Moffat being penalized for starting their cars whilst still being refueled. But in the end, Brock showed his memorable skill and as the track dried out got further and further in the lead, it was Peter Brocks first Bathurst victory, the first of his 9 victories at the race, He was a lap ahead of John French in a Ford GTHO Phase 3. A further lap behind was the Valiant Charger of Doug Chivas and Alan Moffat finished in 9th position, 8 laps behind Brock.
* The Australian Motor Racing was saddened at the end of November to hear of the death of Bill Brown. A small tribute to him follows.

Bill Brown, a somewhat enigma in Australia Motor Racing passed away last month, after a long battle with cancer. He was 81.

Bill Brown was never a fully-fledged motor racing driver but was so good he could have easily become professional, instead he could be more often found running a news agency in Sydney. In his younger days he moved from a rather uncompetitive Austin Healey to a Porsche 1600 Speedster racing at Warwick Farm in the early 60's. He was great mates with Spencer Martin (in fact they remained close until Bill's recent death).



Bill Brown and young Dick Johnson

In 1964 Bill and Spencer won their class in a small Vauxhall at the Bathurst 500 and in 1966 Bill and David McKay took class victory in a Volvo P1800 at the Surfers Paradise 12 Hour race. When Martin went to Bob Jane, Bill drove the Ferrari LM 250 and won the Surfers 12-hour race with Greg Cusack. In addition to driving Ferraris he was also driving Porsch's, won the Queensland Tourist Trophy and ran in the Toby Lee Series, which he almost won, losing by a single point to John Harvey. Driving the Ferrari P4 Can Am 359 he set an Australian speed record of 294 Km/h at the Longford circuit in Tasmania. A few months later at Bathurst he set the fastest official time down Conrod straight of 181 MPH (291 K/H}. Additionally, he was part of the original Holden Dealer Team to race at Bathurst.



Bill Brown in the Scuderia Veloce Ferrari LM 250

Sadly however, it was 2 horrendous roll-over accidents at Bathurst that alert everyone to the name of Bill Brown. In 1969 during the opening lap he crashed his Falcon GT HO coming down the hill from Skyline which saw the race slowed to walking pace whilst the wreckage was cleared.



The aftermath of the 1971 accident

Then in 1971 on lap 71, a huge series of rollovers at Mc Phillamy Park almost cut his XY GTHO Phase III in half. There was a problem with the front suspension and had been for the whole race. On the previous day Bill and Howard Marsden (Ford motorsport) had talked "Listen Bill we'll just chamfer the top of the ball joint just enough to prevent contact" with the tyre. This worked for most of the race, but on lap 71 at McPhillamy, the ball joint finally rubbed through the tyre. He hit the fence at 100mph, his seat broke loose and as the car rolled along the trackside steel posts, they carved through the Ford virtually cutting it in half. Bill's head remained inches from fatality throughout the rolls. When they got him out of the car, his major injury was a black eye!

His final Bathurst race in 1978 was shared with his ex-wife Sue Ransom in a Ford Capri. His name on the windscreen was written upside-down.

TD

Classic Team Lotus has managed a huge coup, getting together all of the Lotus 72, F1 Grand Prix cars in the one place for a day only



LOTUS PHOTOS: LOST FRATERNITY'S SEPTEMBER RAFFERTY'S RUN

Images thanks to Jack McLaughlin

On Sunday the 25th of September, 2022, the LOST Fraternity and friends took a run to Rafferty's Resort. Jack McLaughlin has kindly shared some photos of the roll-up, which you can enjoy below.

Gathering in the waterfront car park in Belmont, they enjoyed a short cruise to Rafferty's Lake Bar & Bistro in Cams Wharf. Rolling up there, they enjoyed some lovely sunny weather and tyre kicking before heading in for refueling and more socialising. Enjoy the photos, with thanks to Jack.





With victory in the 1962 USA Grand Prix, Jim Clark was poised for his second world championship



60 years ago this month saw Jim Clark take a relatively easy victory in the Watkins Glen USA Grand Prix. It was the second last championship race of the season. With Clarks victory, the world Championship was down to the South African GP.

Whilst most of the teams were there, Ferrari had decided for the third time in a row not to cross the seas and compete. Whilst they had the leading edge in the new 1,5 litre engines back in 1961, spectacular engines from Coventry Climax and BRM had blown them to the weeds. Their number one driver American Phil Hill didn't have a drive, and worse, he found out by accident that he was finished with Ferrari



But before the race, Clark was not too confident "I went to Watkins Glen with more enthusiasm than previous years, but at the same time wondering whether the car would hold together. We had the gearboxes in bits during practice but my one (25 R3) was assembled on time…"

For the Friday qualifying Grahame Hill, Richie Ginther Jim Clark and Jack Brabham were all quick but at the end of the session Clark blitzed them all with a 1.15.8. (this was quicker than the previous record set by Stirling Moss in a 2.5 liter car) No one got better on Saturday due to the damp and mist keeping the times uneventful.

Even though race day was cold, windy and rain threatens, over 40,000 spectators gathered at the Glen. At race start, Clark took the lead from Hill, Ginther, Brabham, Gurney and McLaren close behind. By lap 12 Clark and Hill were closing on the back markers and when Jimmy got caught up trying to pass them, Grahame slipped through in to the lead. To quite Clark from his book ***Jim Clark at the wheel*** "This gave me the urge I needed and with a couple of extra quick laps I was back in the lead and held it to the end… I thought I was in for trouble again for the clutch began to act up towards the end, but it held on to finish".

As the flag dropped it was Clark 17 seconds ahead of Hill. Interestingly Jack Brabham finished in 4th place and scored the first championship points for a car of his name, the BT3.



After the race Clark was reported to say "I set the car up for dry weather, just before we started. I sure am glad the weather held up!" Even as he was speaking, the rain began to fall!

TD

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 them, 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



Answer to last months "Now who Said That?"



Last months quote was

"I'd give the Lotus Super sevens a run for their money which was hard for an E type"

Chris Reid was the winner by a very short margin from Evan Jones with the correct answer of Neil Allen



Neil Allen's Elan 1966

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

"In that year I saw more of the world, raced against more people and began to get really involved in motor racing...Even though I longed to get back to the farm and reality, away from the sometimes artificial atmosphere of the track..."

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. Its pretty easy so no hints (but he did win 2 world championships but not this particular year the quote comes from)

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
Oct-22				
	1/10/22=7/10/22	National Meeting	8.00am	Tasmania
	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	Gough Whitlam Park Blakehurst
Dec-22				
	Saturday, December 3, 2022	Sat Sun HSRCA Summer festival	8.00am	SMSP
	Sunday, December 10, 2000	CLA AGM and Christmas Party	11.00am	Hydro Majestic Meadlow Bath

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.





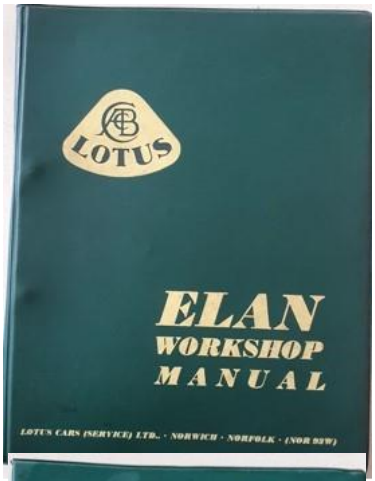


FOR SALE

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

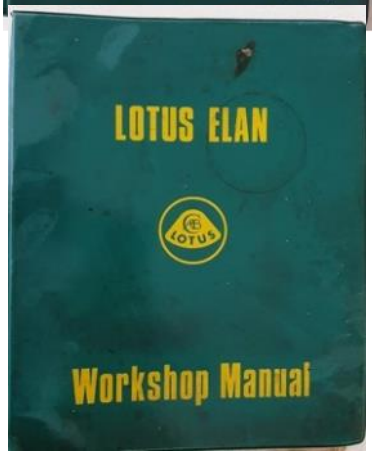
Lotus Elan + 2 Services Parts List Part No X036T0325H – Suitable for all Elan +2 including the Big Value 5 speed model (S130)

$150.00



Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

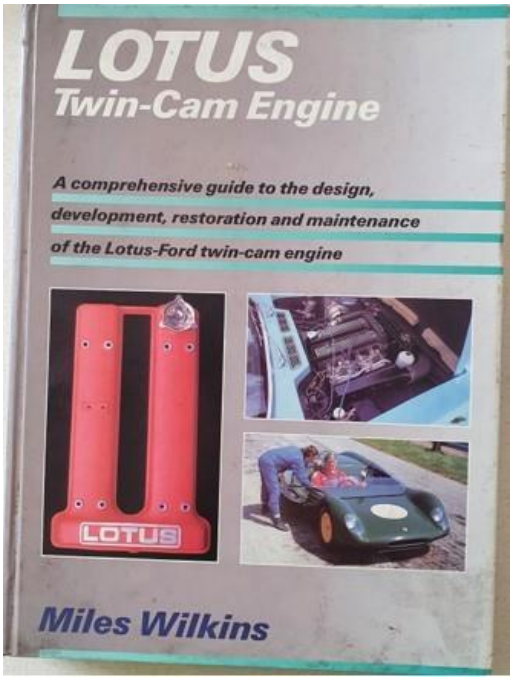
I have more pictures available, contact me if you are interested.

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: SINGLE YOKOHAMA TYRE TO SUIT LOTUS ELISE

Club member Michael has a single Yokohama Advan Neova AD07 available for sale at a discounted price.

The item was taken off a 2011 Lotus Elise and is a Yokohama 225/45R17 91W semi-slick tyre with good tread, but some dirt on it from the storage facility.

Pick-up only from Dural, NSW. Asking $50.

Michael Rebiffe
<michaelr@iqgecko.com.au>





FOR SALE

Type 28 1964 Lotus Cortina Works Car



This 1964 Type 28 Lotus Cortina Works Car is one of only three which came to Australia in 1964. It has been fully restored to original specifications, and is offered in immaculate condition.

There were 97 factory works Lotus Cortina's produced. The factory sent them out in batches of three cars. We understand Jim Clarke received three, Alan Mann Racing bought three and others were bought and sent to well known racing teams throughout the UK, Europe and Australia.

Delivered into Australia, the car was purchased new from the Lotus factory by Leo Geoghegan, who was the Lotus dealer in Australia at the time. The Geoghegan's went on to race it under the Total Petroleum banner from 1964. Its race career ended in the late 1960s.







It spent 26 years being restored by a Lotus expert before it was sold to the current owner in 2014 to form an important part of a collection of cars. It has been maintained in immaculate, original condition since then.



It holds New South Wales historic conditional registration.

This car was classified as a race car before roll bars became mandatory, and thus benefits from a cleaner cabin. Call Trevor Simpson (0413809803)



FOR SALE: 1961 LOTUS ELEVEN REPLICA

Images via Allbids



Club member Chris is selling his lovely 1961 Lotus Eleven Replica. It's for sale by auction at Allbids set to end on October 12.
The car is a beautifully constructed 1961 Lotus Eleven Replica, currently road registered for weekend fun and cruising.
It has been set up for racing with the Golden Era Auto Racing Club (GEAR), while being driven to the circuit. GPS speedometer and Smiths gauges add to its usability on both road and track.





Specification:
Wilwood 4 piston callipers/2 piece rotors with cockpit adjustable bias
Modified Toyota 1300cc engine
GPS speedometer and Smiths Caerbont gauges
Roll over bar with forward brace
Racing harness (current) seat belts
Chris would also like to offer the Corbeau drivers race seat and original Lotus aluminium fuel tank exclusively to other Club Lotus Australia members.
You can find the car at Allbids with the auction set to end on October 12. For more information or to organise an inspection of the car, contact Chris at c_wain@bigpond.com or phone *0407181196*

