NOVEMBER 2022

Chunky's Chatter



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



Inside this issue

- Lotus announce the Evija Fittipaldi.
- NSW Members, don't forget to get your tickets for next months CLA Christmas party at the Hydro Majestic in the Blue Mountains.
- Marc Schagen remembers Charlie Smith a stalwart in early Australian Motor Racing.

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.

The Club's financial year begins on 1st January each year.

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COVER. The Lotus Evija Fittipaldi, of which only 8 will be built. It celebrates the bond between the Lotus 72 F1 car an Emerson Fittipaldi.

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

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Presidents Prattle
With Ashton Roskill



Welcome everyone to November; how did that happen, you might ask. As indeed I recall doing so last year, and the one before that prolly.

Well, while you are busy preparing for the festivities of Christmas and the New Year, we very much hope you can join us for the AGM and Christmas Party at the Hydro Majestic on Saturday 10th December; apart form the usual shenanigans around our AGM, we'd love to take the opportunity to open up the floor to conversations about what we need to be thinking about in the upcoming year(s), and how we can best leverage and possibly activate members on important issues.

An excellent example has been the remarkable response to the Wakefield Park petition, which has successfully exceeded the 20,000 signatures required to get it debated in Parliament; even better would be for the Government to make a conscious decision to support Goulburn and the local community, but for that we'll have to wait and see.

The future of the EV in Australia continues to be an interesting topic of debate and discussion, and I recently attended a presentation by a well known motoring journalist who posited (privately, hence no names, no pack drill) that the EV still has some way to go both technically and economically before it will fully replace all the functions of the ICE.

And a big thank you to the HSRCA and Wayne Wilson, HSRCA's President, for leading the charge with the Australian Motor Heritage Foundation to conduct a survey similar to the one run by HERO in the UK to establish the value to the local community of the classic and vintage car market; early estimates are around $10bn per annum, making it a very significant contribution to the economy. That revenue, if it were a corporation, would place it in the ASX200, for context. Expect to hear more on this.

So we very much look forward to catching up on 10th December - if you haven't yet bought your tickets, they are available on the website of CLA.

And aside from all that, there are all the macro-economic and geo-political goings-on to consider, and what they will mean for Australia, and our beloved car community; in no particular order, the current landscape is quite busy - Liz Truss following Kwasi Kwarteng down the gurgler of UK politics; the war in Ukraine, and the possibility of nuclear escalation (never underestimate a madman with a gun), and of course the economic impacts of inflationary pressures on costs of living; I suspect the classic car market is headed for a more turbulent time as interest rates increase and money finds new homes with greater growth potential; so all in all, as someone much wiser than me is alleged to have said, may you live in interesting times!

Nearer to home, it'd be lovely to see anyone who fancies making the trip to the William Inglis Hotel in Warwick Farm on Sunday 6th November for the finish of the Perth to Sydney Marathon rally; we expect to start arriving around lunchtime (12.30 onwards); or even, if you've never been to the Motorfest in Cooma, come and see us there on the previous day, Saturday 5th, when we will be part of festivities I gather.

It should of course be noted that this weekend marks the 60th birthday of the Lotus Elan, one of many amazing milestone cars that Colin created (not, it must be said, without significant assistance from many great designers and engineers), so in that context, here's a lovely shot of my Elan taken by Gino recently - thanks so much Gino!



And we expect to be getting you more details of next years 50th Anniversary Celebrations of CLA's formation; it will take place over the weekend of Friday 23rd - Sunday 25th June, and we will be based in the Blue Mountains; block it out in the diary, and we very much look forward to celebrating this significant milestone in style!

Meanwhile, I'll leave you to go and find the Christmas decorations, book your holidays, and generally start to prepare for the chaos of the year-end!

See you on 10th December I hope, and meanwhile, keep safe, upright and mainly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt





Firstly let me apologise for the delay in getting this months Chunks Chatter out. My wife Donna has been very ill and this seems to be taking an inordinate amount of my time, driving to and from hospitals and the like. At least I get a month off soon!

In local news, Keith Edwards has retired from the historic registration plates renewal position. This will now be handled by Evan Jones who will join Alan Pate in this role. The club and committee send a huge thanks to Keith for his job in this role which he performed with the greatest efficiency and without complaint. Alan and Evans contact details are on page 3 of this publication.

For those of you interested in older Lotus cars, you will be saddened to reads that Erling Lindoe leaves the chair on the Historic Lotus Register due to ill health. This is an excellent magazine and a font of historic knowledge.

In Formula one news the world was shocked by the death of Red Bull's co-founder Dietrich Mateschitz. He worked in marketing for Unilever and Blendax. And while travelling in Thailand, he discovered the caffeine rich drink Krating Daeng, which he adapted into Red Bull. He founded Red Bull GmbH in 1984 and launched it in Austria in 1987. His company acquired or founded several sports teams around the world, including five-time Constructors' Champions Red Bull Racing and sister team AlphaTauri in Formula One, and association football teams including FC Red Bull Salzburg and RB Leipzig.

Evan Jones who is very active with the Council od Motor Clubs sent us the link to their latest publication'October-2022.pdf

(councilofmotorclubs.org.au)

And finally. congratulations to Len Goodwin for becoming the CSCA champion to 2022. The car is prepared by Alan Pate and for a couple of 'old chaps' they certainly show us all how it can be done (by the way, om the same weekend Alan won the Golf Masters Championship on Saturday at Roseville and picked up the trophy) Congratulations to you both

By the way. In preparation for our clubs 50 rears celebrations next year, we are looking for the large Lotus badge featured in the attached photograph. I am sure a member is guarding it, we don't want it back forever but know where it is so we can use it of special occasions and then it can be returned to whoever is minding it.

If you have it please contact me at

t.devitt@bigpond.com

Many thanks

Tom

LOTUS IN THE VINES. Lotus Elan 60th birthday celebrations. 21st to 23rd October, Hunter Valley. By Marc Schagen.



Paul Schmidt and his band of merry helpers organised a very successful celebration of the 60th birthday of the Lotus Elan. Friday night was the meet and greet at the Chateau Elan complex which my wife and I missed thanks to a flat tyre just before our departure. I drove the Elite up without a hitch arriving after the sun came down, which was not my intent. We were very lucky with the weather as the forecast was for rain all weekend, but we hardly had any at all.

Saturday was an observation run around the vineyards where we had to answer questions about local landmarks etc. I was surprised at how large an area the vineyards actually cover. We concluded at a small winery by the name of Wombat Crossing Vineyard where the cars were assembled and wine tasting and lunch was had.

The Saturday night dinner at the Chateau Elan was a casual affair and the food was great. MC for the night was Vaughan Stibbard, who is a well-known Elan racer, restorer, multiple owner and general enthusiast. Quite a few people were invited to share their Elan stories during the night.

Sunday morning brought rain early but it soon cleared to an overcast and cool day. The attendance was, I believe a good one considering the forecast weather. Anne Blackwood, Tony and Lisa Galletly, Michael and Maggie Goodfelow and John and Penny Barram, made the trek from Queensland. As did David and Liz Mackie. Two Elans from Melbourne came up, Russell and Amanda McKenzie and Krishnan Pasupathi. Krishnan, actually driving his under its own steam.

It was great to catch up with so many friends from the earlier days of Club Lotus, Tess and Roger Morgan, Dean Ryan, Don Mace, Cliff and Steve Palmer, Peter Eppel and partner, Christine and anyone else I forgot to mention.

The display included one seven, one eleven, two Early Elites, one twin cam Europa, four Elan plus 2's and seven baby Elans. One Isuzu Elan and a couple of Elises were also seen there.

A big thank you to Paul, his daughter, Rachelle and her husband, Marty Adnum for organising such a good weekend to celebrate the 60th birthday of a car that does not seem to lose its appeal to young and old. A big thank you to everyone else who had a part in the organising of this enjoyable event.





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

Bookings and payment - 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 purchase your tickets , please visit the website and click on "Purchase Tickets" and follow the prompts.

Sandy Bay all classics in Hobart Thanks to Robert Verhey for the photos











The soon to be released Lotus Evija brings even more exclusivity and desirability with the introduction of the Lotus Evija Fittipaldi. Inspired by the past to enhance the future, it is a fitting homage to one of the greatest pairings of car and driver in Formula 1 history.

Brazilian racer, Emerson Fittipaldi, was the driver who joined Lotus and eventually became a legend when he ensured his place in Formula 1 history in 1972. He drove the iconic Lotus Type 72, claiming the victory in five of the eleven races of the season. That year, Fittipaldi was able to win the Drivers' Championship and Team Lotus got the Constructors' Championship win.

Exactly 50 years later, Lotus is unveiling the Lotus Evija Fittipaldi, the perfect tribute to that powerful partnership. Only eight examples of the hand-built, all-electric, two-seater will be produced at Hethel in Norfolk, UK, which is the global HQ of Lotus sports car design and manufacturing. All eight examples are now sold. Deliveries of the Evija Fittipaldi will start early next year.

This project is the latest from the newly launched Lotus Advanced Performance, the bespoke design and experiential vision by Lotus.

The Evija Fittipaldi will showcase the renowned black and gold colour scheme which was hand-painted along with a lot of other unique design features done to commemorate the successful collaboration. Among them are the hand-tinted plan view of the Type 72 etched into the expired carbon fibre roof and the signature of Fittipaldi hand-stitched into the dashboard.

One of the most important detail in the Evija Fittipaldi is the rotary dial on the floating central instrument panel which was hand-crafted using the original Type 72 aluminium. The recycled material ensures that an original piece of the iconic F1 race car will be part of each Evija Fittipaldi.



An iconic car deserves a very special world premiere. In line with this, clients, their families, and other VIP guests were invited in an exclusive, once-in-a-lifetime event at Hethel in celebration of the launch of the Evija Fittipaldi and the iconic Type 72.

Emerson Fittipaldi was the guest of honour during the event and he shared, "It's fantastic to be back at Hethel for such a special occasion. I've really enjoyed being a part of



this project and it's been a wonderful experience revealing the car to some of the new owners. Having the opportunity to drive both the Evija Fittipaldi and my championship-winning Type 72 Formula 1 car on the test track at Hethel has been an incredible experience."

Another highlight of the event was the historic reunion of all the eight surviving samples of the Type 72. For the first time, the eight examples – which is also the number of Evija cars to be produced – were brought together in one place and were eventually driven on the Hethel test track.

Lotus Advanced Performance Director Simon Lane commented, "The word 'legend' is often overused, but this project has brought together the Lotus Evija hypercar, Emerson Fittipaldi, the Type 72 race car and our brand's celebrated Formula 1 heritage. No argument, that is four legitimate legends, all collaborating to deliver a truly unique hypercar and a world premiere that was a real 'pinch yourself' moment."

"Production of the Evija has commenced at Hethel, and these eight cars are a very special celebration of this important moment in our history," Lane added.

The Lotus Evija Fittipaldi bespoke specification starts with its unique paint finish wherein its designation will be written on the bodywork in gold lettering positioned to the side of the rear window. Black and gold 'Type 72' wheels complements the bodywork complete with anodized centre lock surrounds, painted red on the left side and green on the right side of the car. It will also be equipped with brake calipers finished in black and gold.

The active rear wing have decals that celebrate the victories of the Type 72 from the 1972 season, while the B-pillar sports the number 8, which was Fittipaldi number on his car during the same season. It was the number he was also sporting when he won the British Grand Prix. Completing the whole exterior style is the Lotus nose badge in carbon and gold.

The theme of luxury and bespoke design can also be seen in the interior. Throughout the cabin, the main design style is black leather interior with gold contrast stitching, there is also the exclusive roof liner stitching and gold finishes to the air vent surrounds, start/stop button, centre rotary dial, and the pedals.

Classic Team Lotus, the historic motorsport business managed today by the family of Lotus founder Colin Chapman that maintains and operates Lotus F1 cars, were tapped and were instrumental in the development of the car. Based just across the road from Lotus in Hethel, they were the ones who also hosted the gala dinner during the launch.

Managing Director Clive Chapman shared, "Emerson Fittipaldi and my father enjoyed a very special relationship, and their spectacular success was a brilliant team effort by the dedicated designers and mechanics at Team Lotus. One of motorsport's most admired drivers, it is always emotional whenever Emerson is reunited with the Lotus Type 72, which he describes as the greatest car he ever raced."

"Bringing together the Lotus Evija, the Lotus Type 72, the black and gold livery and Emerson Fittipaldi, all in celebration of his World Championship victory 50 years on – need I say more?"

Though the Evija Fittipaldi is a powerful machine with a performance to match, the Lotus Evija experience still revolves around the driver, much like it was for Emerson Fittipaldi and the Type 72. With more than 2,000 PS, the Evija Fittipal-



di is the most powerful series production car in the world, producing more than 1,700 Nm of torque. The Fittipaldi can accelerate from 0 to 62 mph, or 0 to 100 kph, in just under three seconds. For 0 to 186 mph or 0 to 300 kph, from a standing start, it only takes nine seconds. It also has a limited maximum speed of 217 mph or 350 kph.

Another Formula 1 world champion, Jensen Button, also visited Lotus early in the month to test drive the Evija, as well as Emerson's Type 72 on the famed Hethel test track. It was Jensen Button's first time to see the Evija in production. He took one out on track to give it a shake down just before it was launched. Jensen took the car around the 2.2-mile test track, testing the handling, ride, and performance of the car. He also subjected the car to several standing starts, and had nothing but praise after completing his test drive of the most powerful production car in the world. He shared, "It sounds like a jet engine! You think of an EV as quiet but it's not. The torque is astronomical. It's amazing, it puts a big smile on your face. It feels like a spaceship, the drivability and direction in the steering certainly lets you know you are driving a Lotus; I am amazed by the agility of it. It is a Lotus of the future and I can't wait to drive my own Evija."

As if taking a trip back in time, Jensen was also able to test drive Emerson's 1972 Lotus Type 72, the car that helped Emerson claim his fist driver's championship win. Jenson shared, "It's lovely to get into a bit of racing history. There isn't a lot of space, but everything is in the right position. It was easy to heel and toe. It's a real privilege to drive such a special car."

Led by Lotus Design Director Russell Carr, his team was able to create a stunning piece of contemporary automotive design which features a dramatic Venturi tunnel through each rear quarter, giving it a striking presence. The 'porosity' of the design optimized airflow, with the air channeled not just above, below, or around the Evija, but also through it, maximizing downforce and minimizing drag at the same time. The front splitter not only adds grip, but also channels cooling air towards the battery pack, E-motors, and brakes. Active aero features like the Drag Reduction System (DRS), giving it cutting edge performance. Gavan Kershaw's team from the world-renowned Vehicle Attributes Director for Lotus, managed the driving dynamics of the Evija.

It is the first Lotus road car to have a one-piece carbon fibre monocoque chassis, so the cabin, starting from its fully adjustable race-style seats to the multi-function steering wheel, is the peak of motorsport-inspired road car technology and design.

As the Lotus Evija ushers in a new era of pure electric performance, the Lotus 72 is still the most successful racing car in F1 history. Autosport magazine, back in 2019, named the Lotus 72 as the greatest Formula 1 car ever. An innovative masterpiece from the drawing board to the track, the Lotus 72 is the first racing car to incorporate aerodynamics into its initial design. Its front splitter and integrated rear wing were specifically designed to enable the car to slice through the air and create vital downforce at the same time.

The air intake of the Type 72 was moved above the driver's head, ensuring that undisturbed and clean air can be sucked straight into the engine. Instead of in the nose, the radiators were moved towards the sidepods of the car, not only did it increase the cooling efficiency of the car, it also improved the weight distribution of the car, and in the end, even its performance.


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

Round 7 of the NSW CSCA Championship hosted by Jaguar (well it was the 5th really!!)

Words and photos by Seth Reinhardt



Round seven of the 2022 CSCA series was kindly hosted by the Jaguar Drivers Club of Australia at Sydney Motorsport Park's North circuit on Sunday the 23rd of October. Let's catch up on the championship-deciding round.

Despite being round seven, this was only our fifth outing of the year, round four at Wakefield and round six at Pheasant Wood both having been cancelled. After a two-month mid-season break, we went into this one looking forward to some good track time.



Just for a change, we arrived at the weekend looking at some rather grim weather predictions. However, the morning dawned dry enough, by Sydney-in-2022 standards, providing some hope that persisted through most of the drive to the track. Until Blacktown, when the skies opened for a torrential downpour. That lasted for a kilometre or two, before disappearing as quickly as it had arrived, having left the circuit dry and unawares.

The rain lay in wait until the midpoint of group two's run, when it unleashed its full force, drenching the track and giving drivers an exciting conclusion to their run. Conditions began to ease as group three went out, and the rain had all but given up towards the end of their run and group four's

first outing. From there, conditions improved with a dry line slowly forming around the saturated circuit.



Amongst all of this, the fastest lap of the day was set by Jaguar driver Neil Kenny in a Juno LMP3. Needing just six laps to do it, his 1:06.64 was close to three and a half seconds faster than William Pearson's 1:10.07 in a Williams Sports Race car. Third fastest overall, and the quickest Club Lotus Australia driver on the day, was Martin Duursma in the Exige Cup 430, who ran a 1:10.20 for fastest M3.

Brett Stevens and Steven Sher were not far behind, on a 1:10.67 and 1:10.98 respectively, Steven's time the quickest in P3. Richard Wodhams, Colin Rudd and Peter Taylor completed CLA's representation in the top ten, with Richard and Colin going quickest P2 and M2 respectively.

Peter Deller had a great run in the Commodore, enjoying stretching its legs on the more straight-heavy layout on his way to a 1:12.98. His brother John was similarly high up the order just two seconds slower.

Len Goodwin piloted the Elan 26R for the quickest CD1 time of the day of 1:15.13, securing the 2022 Club Lotus Australia Driver's Championship along the way.

Cayman pilot Paul Tilse and the Exige 350 of Grant Paisley were separated by less than two tenths at the end of the day, the Jaguar F Type of Malcolm Ellis splitting the pair. They were followed by a series of Elises, with Graham Allen, Derek Mock, Mark Meletopoulo and Chris Pearse all running in the early 1:16s, Mark going quickest in R2 with a 1:16.59.

Terence Waugh steered the Renault Sport Spider to the top of R4, setting a 1:18.31. Derrick and Tina Cho handled the conditions well, completing their sophomore year of CSCA sprinting with Derrick on a 1:19.95 in the Civic and Tina running a 1:28.13 in her Subaru WRX.

We were pleased to welcome Mark Prew for his first outing with the club and CSCA. Mark had to manage some troubles with releasing agent that clung to a new set of tyres, causing wheel spin even in fourth down the straight, but was able to get some good laps in and finished on a 1:28.96.

Our thanks to the Jaguar Drivers Club of Australia for a very smoothly and safely run final round of the 2022 CSCA series, and to Sydney Motorsport Park for hosting. The series will return in early 2023, and we look forward to even more friends coming out to enjoy their cars and the excellent company, and a full season of motorsport.

VALE Charlie Smith.

By Marc Schagen.

Thanks to Dick Willis who sent me this and I have shortened it as it was the eulogy at his funeral.

Charlie Smith from Coffs Harbour passed away recently, aged 94. For a little over a decade, he was at the fore-front of Australian Motorsport, racing a Lotus eleven, a 23 and much later, a series four super seven. Over the years, after starting racing motorbikes, he also raced Peugeots, Holdens, Fiats, his first race car being a Morris Major. He also raced an Elfin Formula Junior and even a mini moke.



Charlie Smith at home coffs harbour Photo A Schagen

He grew up in Newcastle then moved to Sydney then Grafton and finally settled in Coffs Harbour. His wife Betty passed away some years ago. They had been married since 1949.



Lakeside 2010 Photo J Thompson (1)

For many years he competed at Bathurst for the yearly enduro with some very notable drivers as partners, Brian Muir, Bruce Maher, Ron Hodgson, Barry Fergusson, Barry Seton and Don Holland to name a few.

He was heavily involved in aviation and for many years, ferried small aircraft to and from all destinations around the globe. He was also involved in yachting, skiing, pistol shooting farming, as well as owning car dealerships and even dabbled in politics as a Coffs Harbour councilor.

A remarkable Australian.



Nota Major MP 2016 3

Lotus launches Emira GT4 race car with hot laps at Hethel

Lotus has unveiled the all-new Emira GT4 race car on the Hethel test track, with a dynamic demonstration of its thrilling performance.

At an exclusive event earlier this week VIP guests were treated to passenger laps of the legendary 2.2-mile circuit, with Gavan Kershaw, Director of Vehicle Attributes at Lotus and a former British GT Championship winner, at the wheel.

The culmination of more than 70 years of innovation on the road and track, the 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 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.

From Lotus PLC.



Born 80 years ago, we remember one time F1 Lotus Driver Carlos Reutemann



In 1972 Bernie Ecclestone who had just brought Brabham from Ron Tauranac, hired Carlos Reutemann as its lead driver. A fortuitus decision as Carlos landed pole position in his first race with them. By 1974, he had his first F1 victory driving a Brabham with a win at Kyalami in South Africa. This was the first world Championship race win for Brabham since 1970 but a very rewarding win for Brabham's designer Gordon Murray, his first car to achieve this and the victory claimed in his own country.

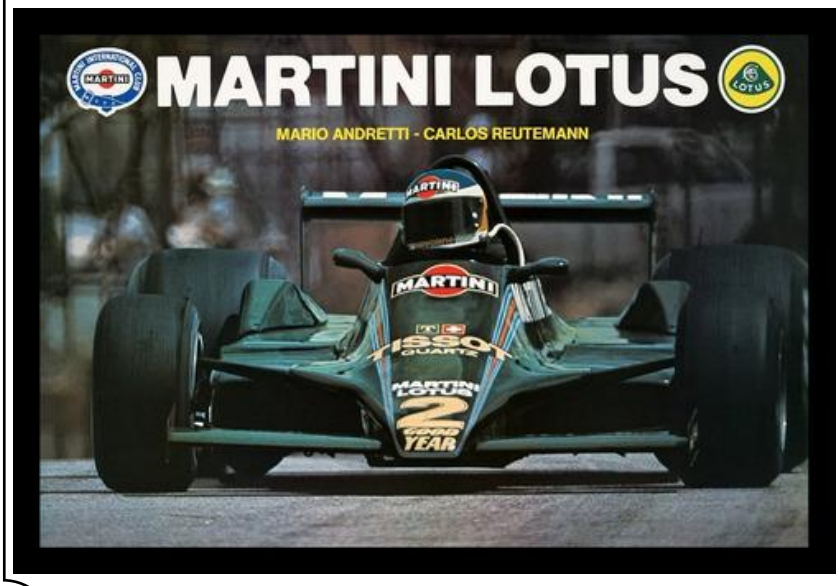
Murray had been through a bit of a rough patch, his BT37 was only a very ordinary car at the time. His 1973 BT42 was however a different gadget. Reutemann scored points in 6 of the last nine GP's with 2 podiums.

Then in 1974, Gordon Murray came out with the BT44, and Brabham were back in the game. The car had all its reliability issues solved but only lacked power over Lauda's Ferrari (his main rival). But by 1976, things were in the doldrums once again when Bernie replaced the Cosworth v8's with Alfa Romeo flat 12's. They were neither quick or reliable, Carlos failed to finish in 9 GP's that year.

When Lauda had his almost fatal crash at the Nurburgring, Calos was an easy choice for Enzo Ferrari. But as Reutemann prepared for the Italian GP, who should come limping through the doors at Maranello but a horribly disfigured and scorched Niki Lauda, declaring he was ready to race again!

Into 1977 the pair were roughly equal but Niki took 3 wins and the World Championship, Carlos had only one win. But by 1978 Chapman and Mario Andretti had the Lotus ground effects 79 perfected and scored 8 wins to give Mario and Lotus the World Championship, Carlos in the non ground effects Ferrari 312T3 scored 4 victories to finish 4 in the world championship.

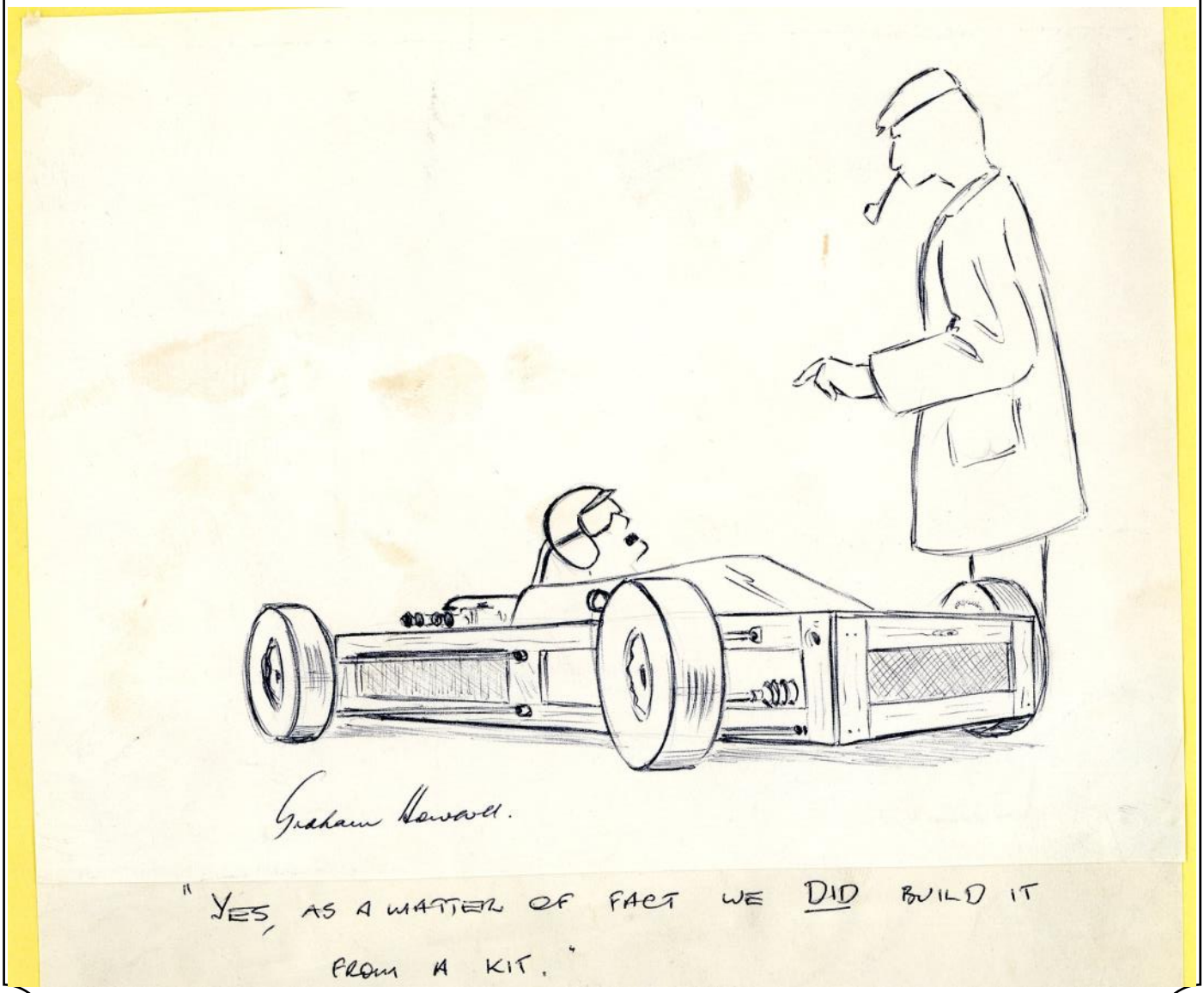
Carlos buoyed by his success and the almost invincibility of Lotus , switched to them for the 1979 season. Bur again, fate was not kind to Reutemann as the new Lotus 80 was not working at most circuits. Andretti managed a third but Carlos refused to race it, reverting to the 79 instead. But by now this car was no longer fast enough, and Reutemann's days at Lotus were numbered.



He switched to William and the FW06 for 1980 but clashes with World Champion Alan Jones soon put him out of favor with the team. However in 1981 he had the World Championship with in his grasp when he seemed to loose all desire to win and virtually handed the World Championship to Piquet.

He then started to quit F1 and went into politics becoming the governor of Santa Fe In the end he had won 12 Grand Prix almost 150 starts and 45 podiums and although he could have been World Champion in 1981, it was a title he never won. He died aged 79 on the 7th July 2021 in Santa Fe Argentina,

Lifetime member Marc Schagen was going through some material that Maria, Graham Howard's widow had given him and came across this cartoon with clearly Grahams signature. Whilst all of those who knew him would not contest he was a superlative writer and enthralling race commentator, none of us knew him as a illustrator or cartoonist!



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

The craziest Grand Prix the world has ever seen, and it was only 52 years ago this month



The Ashkelon circuit

The lunacy and stupidity was, fortunately for us, verified by a photographer who featured in CC only a few months ago, Jutta Fausel-Ward who had the sense to realise there was a story here and went with the expedition. Expedition is probably the correct term for this clus-terf**k. All the photos by the way are hers!

For those readers old enough, you can recall the world poised on the brink of disaster once again as Egypt, Jordan and Palestine (Via the PLO) attacked Israel when Egypt attempted to regain the Sinai Peninsula lost to Israel in the 1967 six-day war. Sadly, when a ceasefire was agreed in August 1970 nothing had changed.

Now it just so happened that a couple of German businessmen with interests in Israel were having a couple of Lowenbrau's and came up with the idea of an Israeli Grand Prix. They figured that there was nothing much happening during the European off season and that Israel was growing rapidly with a wealthy younger population. Additionally it had no motorsport to speak of why not organise an Israeli GP to give the country some excitement (As if it needed any!}



The Formula Vee race was the start of the chaos

The chances of getting F1 teams to compete were less than zero, so they proposed a Formula 2 race, a Formula Vee race and a couple of touring car races. Given that the Bahamas Speed Week had been cancelled that year, the local paper reported that the GP "might be filled by Ashkelon (the proposed location for the GP) with its mild winter climate, lovely beach and charming hotels… an excellent base for journeys to the Negev desert and the Dead Sea". The truth however was that the so called GP circuit comprised if two and a half miles of narrow bumpy roads in a desolate area surrounded by sand dunes and wild undergrowth! At that time, clearly Israel had no history of motorsport and the organizers sold the idea to the population "courses will train young Israelis as racing drivers. It is expected that this training will contribute to increased safety on the roads"

But because the country has no history of the sport, everything had to be brought in, Officials, marshals, scrutineering and stewards were brought in from Germany.

In 1970 the European F2 was a very close series. It had been won by Clay Regazzoni (Tecno 69/70) Derek Bell second (Brabham BT30) and Emerson Fittipaldi third (Lotus 69)

Given the restless population exiting the recent war the Israel Prime Minister Golda Meir gave it the go ahead.

Now I don't know how many of you are aware of the various religions of the world's Holy Days. We all know that Christian religion has Sunday as its, Islam has Fridays and Judaism has Saturday as the Sabbath. So what in the name of all sanity made the organizers choose Saturday as their day to run the GP? This was going to cause an uproar even before it was announced.



The Police on hand were particularly useless at spectator control

But trouble almost marched ahead of the event with the last race of the F1 season, the Mexican GP, being a crowd control disaster and only the skill of the drivers ensured there was not massive fatalities.



Rase and timing headquarters was a bus

For the race at Ashkelon the entry list, whilst not the best the F2 world had to offer, it wasn't too bad. There was Derek Bell, Vittorio and Ernesto Brambilla, Tommy Reid, Peter Westbury and Mike Goth all in Brabham BT30s, Patrick Depallier in a Tecno 70 and Xavier Perrot in a March 70 as well as smattering of middle order European drivers. The Formula Vee's had an excellent lineup for the day with many past champions running. Brian Henton, Bertil Roos, Helmuth Koinigg and Harald Erti.

All the cars were gathered in Turin for the sea journey Genoa to Ashdod then transported to the 'circuit' at Ashkelon.

But a national uproar was about to take place since the race was planned for the Sabbath. Protest speeches in the Knesset as well as rioting in the streets and orthodox Jews behaving like a squirrels trapped in a pedal bin, saw the German organizers move the event to the Sunday.

Practice commenced on the Friday with the F2 teams looking at the circuit and deciding gear ratios, tyres and general setup. Derek Bell recalled "Just sand dunes…no barriers…you just turned left at the next mound of sand. And when a car went to the circuit edge, it threw sand all over the track. Next came the local touring class, but with almost no circuit experience it became a dodgems session with heaps of red flags. At midday the Vee's went out but the crowd kept standing on the track (not close to it!!) ant the session had to be stopped. At 2.00 o'clock, the organizers had had enough and declared the practice closed. The drivers had the next day off (the Jewish Sabbath) but were back to the circuit on Sunday along with over 20,000 spectators. But that was the trouble, there were too few marshals, most of the spectators jumped the fences and didn't pay but most importantly they had no sense of the trackside danger. They were standing on the track 20 to 30 deep and only moved back when the cars approached. Quiet simply they were behaving as if they were one chromosome short of being trainspotter's.



The F2 cars went out for their final practice with Ernesto Brambilla's Brabham getting pole.-

The first event of the day was the formula Vee's, and It was red flagged about half was through as spectators were crossing the track between gaps in competitors. Race director Gerd Kroeber was a jabbering idiot. The Stewards declares that with the faster F2 cars there would surely be carnage.



F2 Teams preparing for a quick getaway

The drivers, similarly declared that it was simply too dangerous to race, however the organisers said that if there was no race the crowds would riot. Somehow a compromise was worked out, The F2 cars would line up and pretend to start the race, but meanwhile the mechanics would go to the transporters pack then up with only the ramps down. The cars would compete a quasi-first lap, drive into the paddock, load up the cars and go. Before the crowd realised what was happening, they were gone. Prize money was agreed to be split evenly amongst all the competitors.

At the start, Brambilla took off, weaving all over the track and everyone followed him also weaving and effectively clearing the circuit of spectators. Then they all loaded up and were gone and that was the end of motor racing in Israel until an F3 track was constructed 48 years later in 2018.

Ed Holly's absolutely immaculate Lotus 11, pictured here alongside Jim Clark / Leo Geoghegan's Lotus 39.

Graeme White and Greg Mackie took the 11 down to Motorclassica -

He waxed it for the first time since winning the National Concourse in 2013 with CLA - the finish it had back then was so good - a simple wax brought it up very nicely.

Ed



'Lotus Remembered' hold reunion at Classic Team Lotus

A group of Lotus staff, past and present met up in person at Classic Team Lotus on Saturday 10th September 2022. The event, organised by Alan Nobbs and associates via a private Facebook group, was incredibly well attended and offered many a chance to catch up after years and in some cases decades after their time at Lotus. With many of the very well known employees of the company it was great to see so many friends getting back together to chat and reminisce in person. TLF were very kindly invited along and took this image including the incredible display of cars, bikes and even Sinclair C5's that staff had bought along for the day.

The Lotus Forums



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 December this year.

CLUB LOTUS AUSTRALIA
50 YEARS

1973 2023



CLA's very first concourse September 1973

Answer to last months "Now who Said That?"



Last months quote was

"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..."

Well surprise, surprise no one go last months quote, I thought "the farm" would give it away.

It was a very young Jim Clark in his early F1 days.



Colin Chapman and Jim Clark in the pre-sponsorship days

Now, Who said that

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



This months quote is

"I was extremely lucky, I had some huge crashes and yet

I am still here, thanks to God"

"Remember the person quoted is mentioned in this issue of Chunky's Chatter. He won the World Championship at the age of 26, driving a Lotus, if course!

CLA NSW 2022 Diary

Month	Day Date	Event	Time	Location
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 Earlwood
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
	Sunday, December 11, 2022	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, December 18, 2022	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Jan-23				
	Sunday, January 8, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, January 15, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Feb-23				
	Sunday, February 12, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, February 19, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Mar-23				
	Sunday, March 12, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, March 19, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Apr-23				
	Sunday, April 9, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, April 16, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
May-23				
	Sunday, May 14, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, May 21, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Friday, June 23, 2023			
Jun-23				
	Sunday, June 11, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, June 18, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Friday, June 23, 2023	Club Lotus Aust 50th Aniversary	3.00pm	Arrival Blue Mountains
	Saturday, June 24, 2023	Club Lotus Aust 50th Aniversary	8.00am	Activities plus aniversary dinner
	Sunday, June 25, 2023	Club Lotus Aust 50th Aniversary	8.00am	Concourse and depart
Jul-23				
	Sunday, July 9, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, July 16, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Aug-23				
	Sunday, August 13, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, August 20, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Sep-23				
	Sunday, September 10, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, September 17, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Oct-23				
	Sunday, October 8, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, October 15, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Nov-23				
	Sunday, November 12, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, November 19, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Dec-25				
	Sunday, December 10, 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, December 17, 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood

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

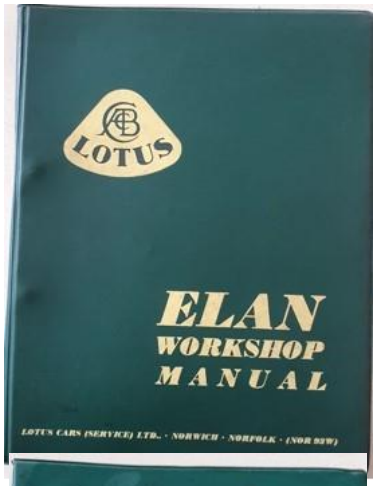
$150.00

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)

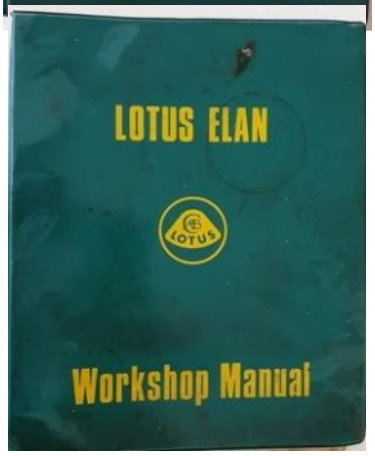
$150.00





Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

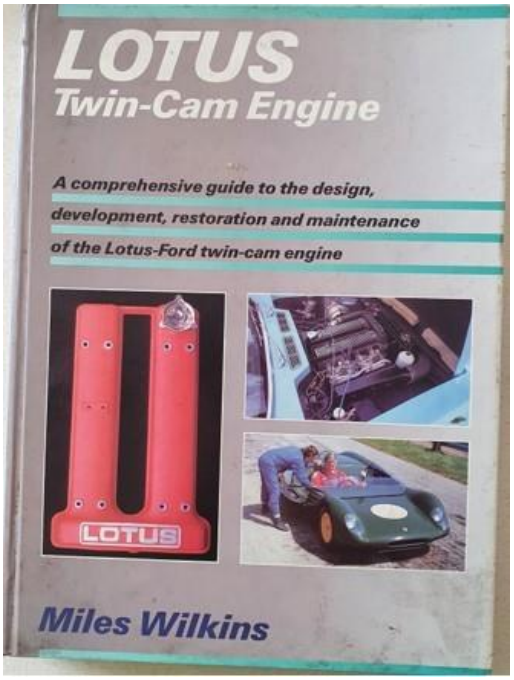
I have more pictures available, contact me if you are interested.

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>

WANTED

I hope to be a Club Lotus member when I get my Europa Twin Cam ready....to that end I need a windscreen.

Only thing I can find is ex UK Pilkington.

Works out to about $2500.

Any advice?

Stephen

"Stephen James" pace1max@gmail.com

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 Replicate 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.
For more information or to organise an inspection of the car, contact Chris at
c_wain@bigpond.com or phone *0407181196*

