DECEMBER 2022

Chunky's Chatter



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



Inside this issue

- We have a quick look at Tom Sulman and his Lotus 11's.
- Lotus co-founder Colin Chapman passed away 40 years ago this month.
- For NSW Members on historic plates please note changes in renewal process.

December 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. Colin Chapman (how did he manage to get that aircraft registration) Christmas alongside his new Cessna Chancellor.

NSW General get-togethers Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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Presidents Prattle
With Ashton Roskill



Happy Christmas to you and yours from all the CLA Committee, and may I personally wish you a fantastic break and a lovely time with friends and family over the Christmas and New Year.

As we storm towards the CLA Christmas Party and AGM next weekend, it's worth reflecting on what has been another momentous year in all sorts of ways. And as a reminder, if you would like to join us at the Hydro Majestic on Sunday (10th), tickets are still available for lunch at $75 per head, subsidised by $25 by the Club.

In a subtle change from last year, where Covid ruled our lives, one of the more dominant themes this year has been the extraordinary weather; our thoughts go to all those who have been impacted by the storms and associated flooding which round three of La Nina has brought, particularly to the east coast; but the rest of Australia has not been immune, as we discovered (the hard way!) on the recent Perth to Sydney Marathon rally. The outback has had a lot of rain, there is a huge amount of vegetation, and the roads and tracks we were on were often very wet!

And as I got the Elan out recently I realised (while filling in the log book) it was the first time since I had registered it back in August that I had driven it.

However, good news is apparently just round the corner. We'll see if the forecasters have got any better.

By some luck, the Tour of Tasmania took place in the one fine week we seemed to have had all year; I gather from those who took part that it was a tremendous success, and a huge thank you to all those who joined in the fun. And thank you again to the committee who put in the hard yards to make it happen.

Other than the weather's impact on our social activity, the motorsport calendar has had a bit of an up-and-down year too; with the tragedy at Targa Tasmania this year, where we lost our close and lovely friend Tony Seymour, the whole tarmac rally calendar was thrown into uncertainty, and then we had the additional bad news that Wakefield Park was closing, possibly permanently, thus robbing us of one of the best small-car circuits in the country.

However, despite all the cancelations, changes and challenges, there is light at the end of the tunnel, and it's not a train coming the other way!

Next weekend, acting as a great full stop to the motorsport calendar, we have the HSRCA Summer Festival, and looking at the entry list, it'll be a fabulous weekend with a load of amazing cars running, and several CLA members out there, so please do come along to Sydney Motorsport Park and say hi. The wild and whacky Historic Sports Sedans are out in force, along with Formula Ford, Group N (the Minis and Lotus Cortinas up against the Mustangs - always a laugh to watch), as well as lots of open wheelers in Formula 5000, and Groups M and O. With whom I will be running the Elite in Group L - I think we're in garage 25 or thereabouts so come and say hello.

And next year marks the 50th Anniversary of Club Lotus Australia, with our celebrations taking shape for the weekend of June 23rd-25th. Expressions of Interest are now open and if we can't get the link sorted in time for this edition of Chunkies, we'll get a note out with the link shortly.

I was recently reminded that next October is also the 20th Anniversary of Aussie Elises, which also means I will have been living here 20 years too! We'll see if we can't make something work either in cahoots with the CLA event, or later in the year perhaps.

And as a result of the changes the closure to Wakefield has resulted in, CLA will be picking up the baton from the Morgan Club and running our round of the CSCA series at SMP in August, instead of at Wakefield in March.

So there's lots to look forward to in 2023, and all that remains for me to say is please do come along to the AGM and Christmas Party if you can, I'd love to see you in person, and failing that, I hope you have a lovely break over Christmas, and, as always, please stay safe, and keep it mainly on the blackstuff,

Pip pip

Ashton

From The Editor

Tom Devitt



Party, Party, Party.

Make sure you don't miss the Club Lotus Australia NSW AGM and Christmas party.(tickets on CLA Website)

Saturday 10th December at the Hydro Majestic Hotel Medlow Bath in the Blue Mountains.



Dining Room at the Hydro

This magnificent building, now faithfully restored dates back to 1908 when it was built by the retailer Mark Foy whose famous Sydney department store catered for the well to do around Sydney.

It is built on an escarpment overlooking the magnificent Megalong Valley.

The so-thought restorative waters of the area allowed the hotel to promote itself as a health spa and general restorative venue. Today you can still visit the Casino lobby with its iconic domed roof, the magnificent Salon Due Thé and Cat's Alley, (so called because kept women and Mistresses used this as a meeting place for their beaus and fancy gentlemen) the elegant Majestic Ballroom and the Hydro Majestic Pavilion which showcases vibrant displays of Hydro's historical past.



Hydro Majestic "Cats Ally"

Our AGM Kicks off at 11.30 so please try and be there for that.

Because some clubs have been caught abusing the historic vehicle registration system, Transport for NSW are coming down tough and are demanding photos are kept by the club of every vehicle registered under the system. This means when its time to renew your historic registration you must send Evan, not only the renewal form and a pink slip but also photos of the vehicle. See inside page 5 for details of what's needed and if in doubt contact Evan for verification.

Well, that's it from me for another year and not the easiest of ones. My wife Donna had her right knee give way on her at the top of our stairs at home and she tumbled down them in late February this year breaking her left leg. There followed a fiasco of hospitalization, rehab, infection and re infection such that whilst she is finally out of hospital, she still gets a visit from the district nurse twice a week to dress the wound. Obviously we are both praying for a better next year.

All the best for Christmas and see you again in February 2023

Tom

ALL Historic or Conditional Registration renewals MUST include colour photos of the car:

Front three quarter

Rear three quarter

Engine

Interior

Without these photos The Club (will not) process the renewal as there no verification of the vehicle's description. Transport is actively auditing clubs and are not even slightly negotiable

Recently Classic Team Lotus managed to assemble from around the world, the 8 remaining Lotus 72's. probably the teams most successful car.



Emerson Fittipaldi in the gold leaf colours at the British GP 1971

The Lotus 72 replaced the Lotus 58 and 63. The 58 simply didn't work and the 4WD 63 always gave problems from the start. Even when Chapman put most of the torque to the rear it was no better, Lotus decided to go with 4WD since high mounted wings were banned. Anyway, for 1970 a completely new car, the Lotus 72 was released. However, the early cars were not without their problems. Colin had discovered a substance called Paxolin, a Bakelite type product which he believed would insulate the front brakes from the inner universal joint. This wasn't a great success because it melted. Then the brake shafts broke because the inner ball joints were getting too hot. Other problems followed but all could be traced to Chapmans insistence on anti-dive configuration in the front suspension and anti-squat on the rear suspension,. under brakes the front 'sprung' suspension simply seized up and the tyres could no longer follow the road surface, in the rear, when power was applied, the suspension locked up and grip all but disappeared. . With both of these removed, the car began to perform really well and Jochen Rindt started to win races. In the Dutch GP at Zandvoort, Rindt took pole and won by a comfortable margin. He won again at the French GP and of course that amazing win when he missed a gear change and



Emerson Barcelona 1973



Brabham swept past him in the last lap only to run out of fuel, so Jochen re-took the lead and won. The German GP was again a victory for Lotus but only by 7/10ths of a second. The next 2 races were not successful for Rindt and Lotus. Then of course came the tragic Italian GP. Rindt's car was sorted out, but he wanted more speed and decided to have his mechanic remove the wings on the car. His co-driver John Miles reports how in practice Jochen's car went roaring past him, clearly a lot quicker " I followed Rindt around the circuit through Ascari, his car looked dreadful – back end floating, using all the road" back in the pits he heard a conversation "get the wings off Johns car"…"I only did one lap…for me the car was undrivable without some downforce…for the first time in my life I was frightened by a racing car". Even though John fought, Colin insisted on no wings for his car. With great trepidation he prepared to go out the next day. Jochen had already gone out "Suddenly Colin, Maurice Phillippe and Dick Scammell appeared out of a car in front of me. Colin said 'Jochen has had an accident, see if you can drive round and see what's happened' I thought, Christ! This is bloody stupid, what can I do, I was relieved when the pit Marshall wouldn't let me out" "At about 5.00 o'clock we knew for certain that Rindt was dead and all four 72's were withdrawn" (The other 2 were driven by Grahame Hill driving for the Walker team and Emerson Fittipaldi in a third Lotus entry)

With the anti-squat removed the car was unofficial known as the 72B and with both anti squat and anti-dive it became the 72C, 1971 was not a very good year for the 72. Colin had dismissed John Miles and made Emerson his No1 driver with Reine Wisell as his No 2. There were massive changes to the car mostly centered around the new Firestone tyres, but for the first time in 10 seasons, Lotus did not win a single GP. 1972 however was completely different. John Player had produced a new Cigarette, called the John Player Special and with a black and gold colour scheme. Lotus re-painted its cars and added the new logo. When Fittipaldi first saw the car, he told Chapman that it reminded him of a coffin and should have handles on it. These days his attitude has changed. "One of the most beautiful colour schemes ever seen on an F1 car, so elegant, so different" Chapman also decided to get rid 0f Reine Wisell and replaced him with Australian Dave Walker. Walker had stormed the F3 championship the previous year and looked good on paper, However, driving an F3 car is a bit like all



Emersons "old Faithful' heads for retirement after a crash in Holland



The 8 remaining Lotus 72's of the 10 built assemble at Hethel's Classic Team Lotus premises.

throttle or no throttle whilst F1 calls for a lot more subtlety. In his book Anthony Pritchard ***Lotus, the competition cars*** comments "It was rather hard on Wisell who was a good number 2...he stood head and shoulders above many of the number 2 team members that Chapman had selected over the years"

In 1972 Emerson won in Spain, Belgium, the British GP at Brands Hatch, Austria and Italy to secure him the World Championship, Following Walkers dismal performance during the season, Chapman replaced him at the Canadian GP with Wisell.

For 1973 Lotus were lucky to get the astonishingly talented Ronnie Peterson who joined from March as joint number one driver, The 72D's were largely unchanged save for modifications to allow a switch to Goodyear tyres, because Firestone were fluffing about whether to continue to supply tyres to F1 teams (in the end they did), Tyrrells had the game sewn up with both speed and reliability, however Emerson continued to show himself as the champion he was with victories in Argentina, Brazil and Spain whilst Peterson had wins in France, Austria and Italy. This meant that Lotus retained the World Constructors title, but Jackie Stewart's 5 victories gave him the drivers championship. The year however was marred by two tragic fatalities, Roger Williamson died at Zandvoort when his car overturned and burst into flames. Poorly equipped track marshals were unable to assist whilst fellow driver David Purely valiantly but unsuccessfully tried to turn the car over and extinguish the flames. And secondly Francois Cevert at the USA GP at Watkins Glen, spun and crashed into the barrier killing him instantly. On hearing of the accident, Chapman made his way to the Tyrrell pits. When Francois' teammate Jackie Stewart arrived, Colin deduced from his posture what had happened and muttered "Cevert…. bloody hell" and walked back to the Lotus pits. Stewart immediately retired from the race but had enough points to become world champion

The 72's for 1974 had a mediocre year. Fittipaldi won the drivers championship The only trouble was that Fittipaldi was driving for McLaren. After Peterson's victory at Monza Emerson saw his days as the boy wonder at Lotus were over and Ronnie would become the number one driver for 1994 so he left and joined McLaren. Jacky Ickx joined Lotus and they struggled with the 72E's. Early on, all eyes were on the new car the 76, However reliability issues made the team revert to the 72. Peterson took victories in Monaco, France and Monza but in the aging 72. Ickx drove what was said to be 72/5 (the car that Emerson had crashed badly at Zandvoort) but in fact it was a new car and the ninth of the 72's built. (The 76 was a revolutionary concept with 4 pedals. The left pedal was the clutch used form a standing start. From then on, the clutch was operated by a button on the gear knob. The middle 2 pedals linked by a 'V' arm gave alternate right and left foot breaking)

The 72's were evident again in 1975 but they were now very old. The latest tyres from Goodyear required conventionally sprung suspension (Brabham, Ferrari, McLaren and Tyrrell) but were unsuitable for the Lotus with its torsion bar suspension and lighter suspension loading. After the French GP, Ickx and Lotus parted ways. Their racing career of the 72 had been extended way over its design limits. However, it had 20 World Championship Grand Prix, 3 constructors' championships and 2 drivers championships. One of the teams best ever cars.

TD

40 years ago this month on the morning of the 16th December 1982 Colin Chapman suffered a massive heart Attack and died



Peter Warr and Colin Chapman during Caesars Palace GP at Streets of Las Vegas on September 25 1982, in the USA.

40 years ago this month on the morning of the 16th December 1982 Colin Chapman suffered a massive heart Attack and died,

To quote Mike Lawrence from his book ***Wayward Genius*** "When Colin Chapman died, Team Lotus has achieved 72 Grand Prix wins, 88 Pole Positions, 6 Drivers World Championships and seven constructors titles. In addition there were countless wins in (non-championship) Formula One. Formula 2, Formula 3, Formula Junior and Formula Ford plus Indianapolis and sports and GT cars. Unlike other team owners, Colin had either personally designed or had overseen the design of every single car. Every modern racing car owes something to him".

In his book Peter Warr recalls that the evening of the day before his death Colin and Hazel invited he and his wife to join them at the Wroxham Hotel, where Jazz trombonist and Lotus racer Chris Barber was performing. "After a pleasant meal, Chris joined us for a couple of beers and we sat talking and reminiscing until after midnight". The next morning was an early start as Colin had to fly to Paris for an FISA meeting. Facts get a bit murky here, Peter Warr says it was Colin and Fred Bushell who flew, Jabby Crombac says it was Colin and himself. If it was one of them or both, its probably immaterial. The meetings in Paris were delayed and there was pressure on Colin to stay the night, however he insisted they fly form Paris to Hethel. His pilot said that conditions were too rough over Hethel so they would fly to Stansted instead. After chucking a bit of a hissy-fit, Colin fell asleep. When he woke up he found that the pilot had convinced Air Traffic Control to allow them to go to Hethel. Colin went up front to act as the co-pilot and they made it after a very bumpy landing. Chapman was charming to the Customs official who had been made to turn out specially to clear the occupants of the plane and around midnight they all went their separate ways to home. Crombac recalls "it was about 5.00am that Hazel Chapman phoned me to say that Colin had suffered a massive heart attack"

The company had been going through some turbulent financial times. Firsty there was a huge loan from American Express that had to be refinances, and further funds were needed to keep the company going. "They were very lean years" Fred Bushell recalled "during which we plunged again. After American Express came in with their 5-year loan, we had been able to advance despite restrictions brought about by that particularly poor economic period, but by the autumn of 1982 we were operating at a very large trading loss. The figures for that period from August to December, showed we would have to pass the date when a repay-

ment to American Express was due, causing us considerable embarrassment and putting us in 'intensive care' by our bankers. Unfortunately the situation was made worse because American Express themselves were undergoing a dramatic change, with new UK management being appointed, who had no personal relationship with us and no real inside knowledge of the situation' Lotus got a private loan to temporarily keep Amex happy and then started furious discussions with Toyota about a merger. The other thing they wanted to do was to make a new car, the M90 a combination of bits from Lotus and Toyota. Sadly they could not procure the money to finance such a venture.



When Stan Chapman (Colins dad) died, Colin presented his dads Bentley to Fred Bushell at an informal ceremony at Ketteringham Hall in 1981

A lot of blame for Colins passing has been put on his DeLorean business, but that's basically incorrect. It all stemmed from the $17.67 million paid to General Product Development Services. A lot of it went to DeLorean, another chunk to Colin and Fred Bushell got a cut of Colins money. This company commissioned Group Lotus to develop the DMC-12. The car was launched at the Geneva Motor Show in 1981 and was well received. In fact Lotus did a good job engineering the chassis and it was agreed that the car handled rather well. The major problems can be sourced back to the DeLorean Motor Company and shocking production standards from the Irish factory. For instance with all systems running the car needed 90 Amps but the alternator's maximum was 75 Amps. Cars were stopping because of electrical failure; people were trapped in cars because the doors and windows would not open. Orders for new cars collapsed and there $2.5 million spent almost immediately fixing sub-standard cars. Because of all this, the whole can-of-worms was investigated. There were several thorough examinations by government agencies and finally DeLorean was caught in a sting operation trying to sell cocaine to get some money to refinance the disaster. But this had nothing to do with Chapman. The Lotus work was successfully completed 2 years earlier. What was suss was the money paid to GDP services to Chapman (Bushell) and DeLorean. However, when this came to light, Colin was dead. If he hadn't been he would have surely gone to prison and the company probably collapsed.

To finish with the words of Mike Lawrence "Colin left an astonishing legacy, he also left behind him a mess and Fred Bushell had to pay the price for it. Fred was branded a criminal and had to endure being in prison while his wife Hilda was dying. Fred could not comfort her in her last days. It was a cruel punishment. Keith Duckworth said 'The only reason Lotus survived was Fred Bushell, he had an absolute genius for running companies which were actually broke. Lotus never went into receivership…'"

TD



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

John Moxon, who has died in Sydney aged 83, was a racing car builder, an driver as well as an advocate, leader, mentor and elder for those confronting disability

As a young man, Bruce Moxton was miserable at school (Sydney's Fort Street Boys High School). He left as soon as he could at the age of 15. But he was never reluctant to learn. In 1956 Moxon became an apprentice fitter and turner while also studying mechanical engineering at Sydney Tech. At age 10 a neighbour had taken him to the speedway and after that he only saw motor racing in his future.
Throughout the 1960s he worked in a range of engineering and managerial roles. He married Pauline and they become parents to Bruce, Ray and Karen. Meanwhile, Moxon built his reputation as a racing driver: in a "very fast FJ Holden", the Studebakers of Bernard's Auto Spares Team, then, finally, in his self-built Formula Vee monocoque which Moxon drove at Surfers Paradise, Warwick Farm, Bathurst and other circuits.



John Moxon in the self-built Formula V car he crashed in 1970 at Oran Park. The track closed in 2010

Moxon was driving a test lap at Oran Park before the Captain Cook 200th anniversary race in 1970 when he crashed into a concrete wall and broke his neck. He was not expected to live through the night. An ambulance arrived with only the driver aboard who fortunately was a paramedic. He asked one of Moxon's mates to drive them back to Camden Hospital while the paramedic and another driver attended to him.
Moxon lived the next 52 years as a C7/8 [vertebrae] quadriplegic wheelchair user. The first decade was challenging in many ways. Wheelchair accessible housing was rare. No one wanted to employ disabled people. Moxon and Pauline divorced. Moxon experienced discrimination while exclusion and prejudice made matters worse. After unsustainable years of self-employment, first in insurance then in specialist hand-control fitting for vehicles, Moxon sat his HSC before enrolling in psychology at Macquarie University. While there he met Irwin. A new path opened-up. Moxon described it as a "wake up call".
Together they established the Macquarie Association of Disabled Students, a cross-disability peer support and student advocacy group of which Moxon became president. At Irwin's suggestion Moxon also volunteered at a weekly community radio programme called *Wheeling Free,* focused on raising awareness about disabled people's rights.
At Irwin's graduation party Moxon was introduced to Irwin's friend Margaret Tucker who was working at the Disabled Persons Resource Centre. Moxon volunteered there and upon graduating in 1983 was employed there. Tucker became Moxon's boss. A few years later, after both joined the NSW Public Service, they became an item and married. Tucker called it "the best 36 years of my life".

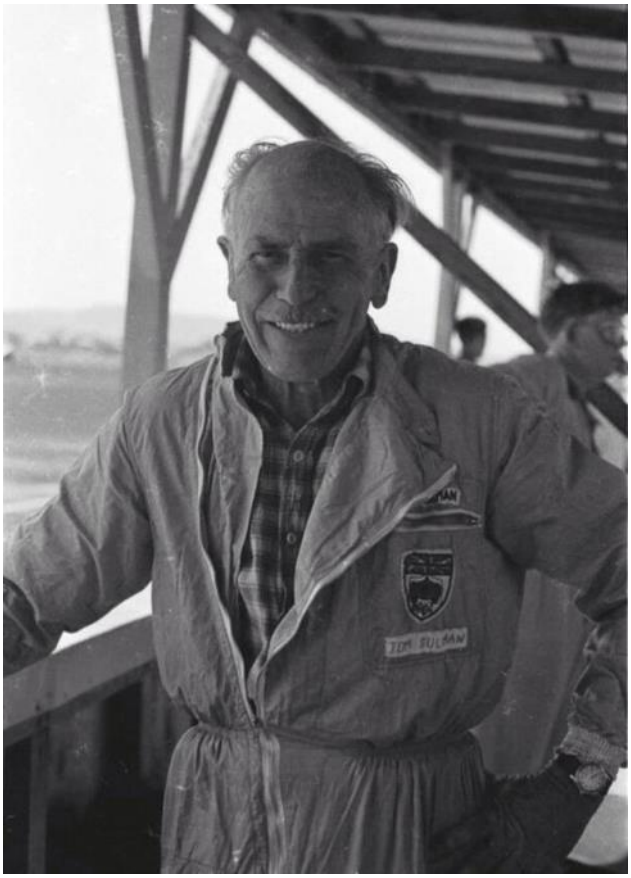


John Moxon (right) next to his restored Formula V car, with son Bruce at the wheel and granddaughter Alana at Oran Park in April 2021.

Moxon started or helped to start disability assistances programmes which operate successfully to this day. He was central to the formation of the Physical Disability Council of NSW, of which he was president between 1996 and 2002. He was a founding member and President of the Physical Disability Council of Australia (now PDA), funded in 1995 through the Commonwealth's national advocacy program.
In 1992 he became the inaugural chair of Parramatta Council's Disability Access Advisory Committee. Later, he would write the Council's first Disability Action Plan
In 2013, in the Great Hall of Australia's Parliament, Moxon received the Lesley Hall Memorial Award for lifetime achievement at the national disability awards.

Tom Sulman Lotus 11 racer was born 123 years ago this month

Born in Sydney on December 25th, 1899 (123 years ago this month) in Turramurra Sydney. His racing career was so long and varied it is impossible to do justice to it in a brief article, He commenced his career in Automotive Engineering and built his first car, the Sulman Simplex in 1923. When the depression hit in 1930, he left for England to try and find work there, He soon built up a very successful motor engineering business. He was in the UK when dirt tack racing started to become popular, and Tom started earning money from his motor racing as well as his engineering business. He was approached by Singer to build a car that became the 'Sulman Singer Special. After an accident in 1937 he retired from dirt racing and resurrected the Sulman Singer which he competed in hill climbs.



Tom Sulman at Lowood, circa 1959

After the war he returned to Australia as a flight engineer on an aircraft (A Lancaster bomber converted to a passenger aircraft) and he brought the Sulman Singer back by sea without bodywork to avoid car-import tax. It was quickly rebuilt and he raced the car at Nowra in 1947 and won the under 1100cc scratch race, but the little car was becoming very tired so he sold it and bought a Maserati 4CM. Additionally he raced a HRG sportscar. He had also moved his business to 30 Surry Street Surry Hills (Kings Cross) where he had a rolling road dyno and maintained not only his own race cars but those of his clients.

The Maserati he campaigned in both Australia and New Zealand where he won the 1951 Hill-climb Championship. He managed to compete in the April 1952 AGP at Mt Panaroma and finished 6th. At Gnoo Blas in Orange NSW he had 5 wins in April 1953. In the early 60's he purchased a Lynx Formula Ford and in 1961 the first of his two Lotus 11's. By this time



Bathurst 1950, Hell Corner lap 1. Ron Ward MG TC from Sulman in the #47 '



Tom Sulman. It appears Tom is polishing a cylinder head for himself or a customer which is probably at his city workshop.

Tom was 62 years old and had been racing for almost 40 years.

His first Lotus 11, Chassis 343 was an S2 Le Mans specification car, and became his most regularly used car. In fact he entered it in 103 events and won the 1962 and 1963 Hillclimb championships. The second Lotus 11, Chassis 305, was originally raced by Roy Salvadori and Ron Flockhart in England but was seriously damaged and rebuilt with chassis 553.Tom purchased this in 1962 and raced it intermittently between 1962 and 1967. It was sometimes thought that he kept this car for parts for chassis 343.



Doug Whiteford's Maserati 300S blasts past Tom Sulman's Lotus 11 Climax 'Le Mans' during Sandown's opening International meeting on 12 March 1962…

In March 1970 he loaded the 11 (343) onto its trailer and set off for Bathurst for the Easter Meeting. He was now 70 years old but keen as ever. His first race was the Sir Joseph Banks Trophy sportscar scratch race. Its not known why, but he slowed down between 2 humps on Conrod and moved to the right. Vincent Edwards who was close behind him could nor avoid clipping its front mudguard with the rear on Sulman's Lotus 11, Tom's car swerved to the left, hit the gravel and rolled into a locked gateway on the circuit. Sulman's head hit the gateway and he died instantly.

- Not long before the Easter meeting there has been a Tom Sulman Trophy race as Warwick farm for historic vehicles to celebrate his continued motor racing activity at 70 years of age.
- A year before, at the same meeting Bevan Gibson's Elfin 400 Repco became airborne on one of the conrod humps and he was fatally injured.



Lotus 11 Le Mans Climax FPF 1500, Lakeview Hillclimb,

- CLA Member number 1, Adrian Schagen purchased Chassis 305 / 552 in a very poor state. Adrien restored the car, ran it in club events and has it road registered. Fred Vogel purchased it from Adrien who raced it at 32 meetings between 1980 and 1997.

- Adrian also purchased the wreck of Chassis 343. Bob Britton built a new chassis and Williams and Prichard supplied new bodywork. It was also road registered and competed in a few club events. Lotus enthusiast and historic race (and co-founder of Wakefield Park) Paul Samuels then purchased the car from Adrian. He raced the car at 33



Sulman, Lotus 11 Climax, Silverdale Hillclimb, NSW

meetings in Australia and took the car to England for some historic races in1987.

•Sulman Park at the top of Mount Panaroma Bathurst was named in Tom Sulman's honour.

•When his workshop at 30 Surry Street became available, it became Alec Mildren's city service centre for Alfa Romeo and Maserati's for which Alec was the local dealer.

•The majority of information for the s 11's came or was verified from Marc Schagen's book ***Lotus The Historic Sports and Racing Cars of Australia.***

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Also, F.W.E. Climax 1100 cc engine, stage IV tune, set Climax F.P.F. 1500 cc rods, sleeves, pistons.
Tom Sulman, BP Cygnet Service Station, 922 Pittwater Road, Dee Why, N.S.W. 98-5880.

LOTUS 18. Good condition throughout. 1100 cc Cosworth. Near new Dunlop R6s and R7s, some spares. Ideal car for beginner. Also fully enclosed trailer. **John Mellen, 122 Pentecost Ave., Turramurra, 2074, N.S.W. Phone 72-0231; a/h 44-2099.**

MATICH SR3R SPORTS/RACING CAR. Raced in the Canadian-American Challenge Cup, Elkhart Lake, Wisconsin, by Frank Matich. Now fitted with 4.4-litre Repco-Brabham V8, developing over 400 bhp from 5500-7500 rpm. With ZF gearbox and fuel cells. Weight without fuel 1390lbs. Sell with or without engine/gearbox. Contact **W. V. Bolten, 94 Liverpool St., Paddington, 2021, N.S.W. Phone 31-1703.**

BENNY FORD Formula 3 (Libre) car, for sale

Tom clearing some stock. Ad from RCN

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, Also please keep an eye on the website for Expressions of interest and pay a deposit.

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

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

I am still here, thanks to God"

Anne Blackwood returns to the winners circle with the correct answer of Emerson Fittipaldi.



A recent photo om Emerson with all the remaining 72's less one on the track.

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

"Turbochargers are for people who can't build engines."

Remember the person quoted is mentioned in this issue of Chunky's Chatter. He only worked for Lotus for 3 years but he and his mate revolutionised F1 engines. Now I cant make it any easier than that can I!!!

CLA NSW 2022 / 23 Diary

Month	Day Date	Event	Time	Location
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



For Sale

. There is a fully restored vintage B&D valve refacer, a Hare and Forbes sandblaster cabinet, an air/fuel ratio tester, a condenser tester and a battery load tester. All in working condition. I am thinking about $1000 for the lot, which is pretty cheap Contact Alan at panda503@westnet.com.au







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.





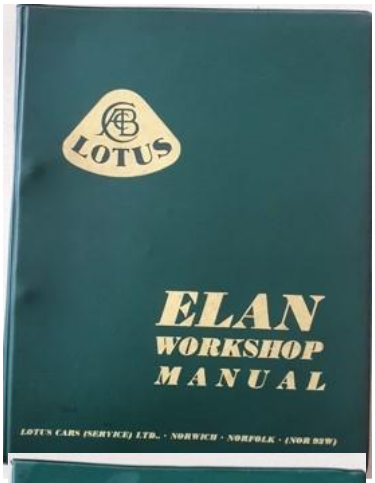


FOR SALE

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

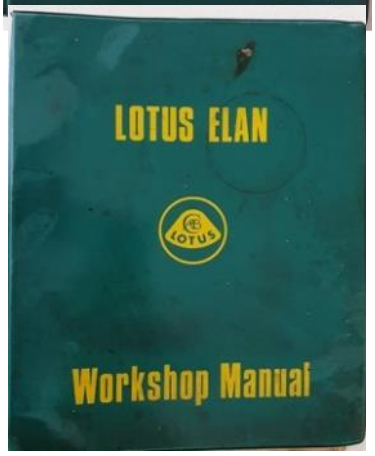
Lotus Elan + 2 Services Parts List Part No X036T0325H – Suitable for all Elan +2 including the Big Value 5 speed model (S130)

$150.00



Lotus Twin Cam Engine by Miles Wilkins

$50.00



All these manuals are genuine Lotus Manuals (NOT photocopies)

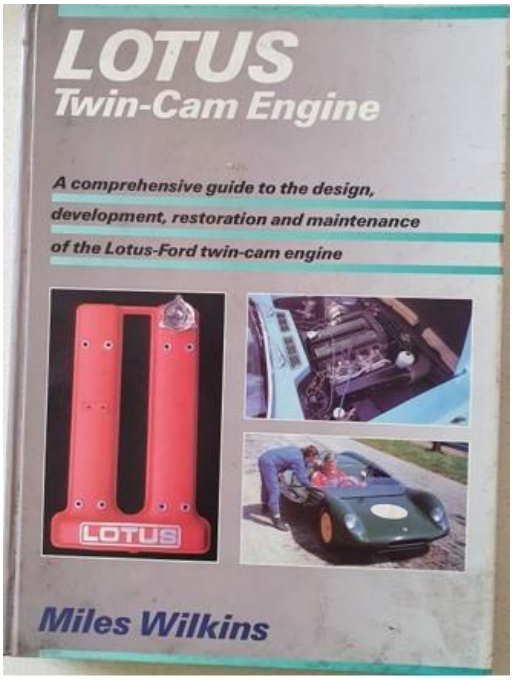
I have more pictures available, contact me if you are interested.

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

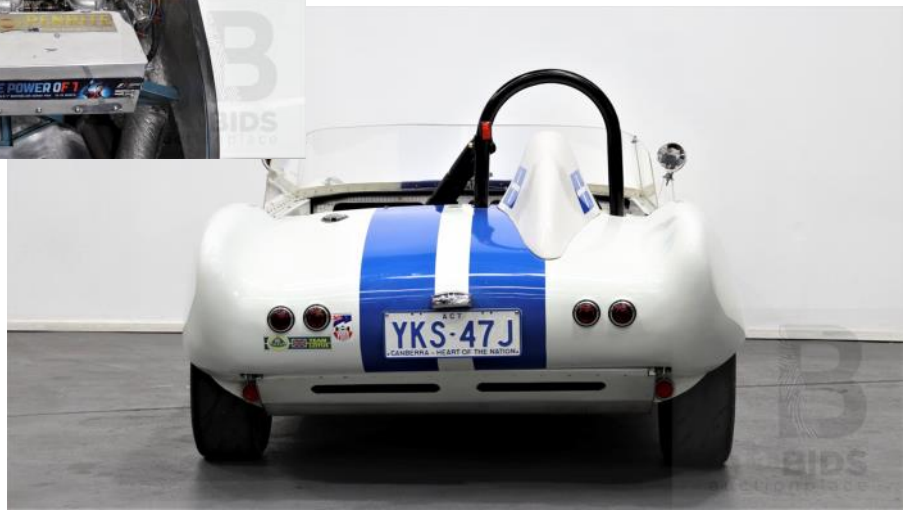


Club member Chris is selling his lovely 1961 Lotus Eleven Replicate car is a beautifully constructed 1961 Lotus Eleven Replica, currently road registered for weekend fun and cruising.
It has been set up for racing with the Golden Era Auto Racing Club (GEAR), while being driven to the circuit. GPS speedometer 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*



FOR SALE: 1969 LOTUSELAN S4 FHC

1969 Lotus Elan S4 FHC is up for sale by club member Terry.

This great little FHC was fully restored by Don Mace approximately 20 years ago.

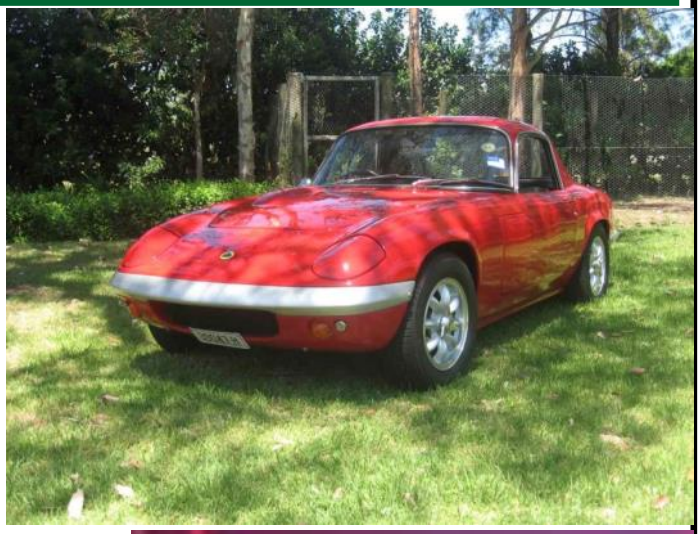
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

Comes with an extra set of wheels and workshop manual. Mileage is 72741.

A couple of experts believe it's worth a lot more than the $65,000 asking price.

You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au









1961 LOTUS ELITE TYPE 14 S2 CHASSIS CB 1687



This beautiful Series 2 British Racing Green Lotus Elite left the factory on 28th Nov 1961.
Several owners and thirty years later, the car ended up in 1991 with South Australian Richard Fewster, who completed a body off restoration. Richard kept the car until 2005 and then sold the Elite to Paul Samuels, who sold the car to its present owner in 2006. Prior to this sale the motor was rebuilt and has only been driven approximately 2,500 miles since.

A completely new interior was installed in 2007 in black with green pinstriping. Looks great.
The Elite won the 2008 NSW concours and has been maintained in immaculate condition since. It is fitted with the rare ZF gearbox and comes with a second set of wheels.



Included in the sale is a workshop manual, spares and some great wall hangings etc.

Has a CAMS Logbook and is featured on page 70 of Marc Schagen's Lotus The Historic Sports and Racing Cars of Australia.

Asking $125,000. Selling due to downsizing house and the car collection.



You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au



For sale - 2018 S3 Lotus Elise 220

27,000kms, Excellent condition, incredibly balanced and well sorted car. Regular class winner of Super sprint events in NSW. Fully serviced and maintained by Simply Sports Cars (SSC) with a full suite of up-grades, including:

Motor 270HP SSC Stage 2 power upgrade (supercharger pulley, injectors, airbox, tune)
SSC prototype headers, sports CAT and light-weight exhaust system (sounds fantastic)

Gearbox/Drive Quaiffe limited slip differential, HD racing clutch, SSC shifting fork upgrade

Brakes AP Racing 4-pot front brakes with 2 piece AP rotors. , Front AP brakes moved to rear, Larger master cylinder, Pagid pads front and back

Suspension Nitron 2-way adjustable shocks. Polyu-rethane suspension bushings, Whites adjustable front anti-roll bar. SSC Toe link upgrade' SSC bump-steer kit, Corner weighting, camber, toe-in/out, ride height setup by SSC

Aero Carbon fibre rear wing. arbon fibre splitter

General OEM Hard top + soft top, 6-Point Schroff harness and SSC harness bar. Pro-forged light weight wheels with Khumo V70 tyres (OEM wheels and tyres pristine), Ozi-Cozi PPF protection, Carbon fibre mirrors, SSC fire extinguisher and mounting bracket, Lithium battery

Contact: Colin Rudd (Mob: 0432 216 192, Email: colin.rudd@rpinfrastructure.com.au)









