FEBRUARY 2023



Chunky's Chatter

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



Inside this issue

- Bookings now open for the CLA 50th Anniversary, get in quick.
- Team Lotus scored some historic victories during January and February.
- Volunteer help needed at the NSW CSCA Event.

February 2023

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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER. *Bill Wade, an early CLA member, who passed away recently, at the inaugural CLA Concourse, in his (then) FHC Elan. Check out the 70's haircut!!*

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

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

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

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

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

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

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

Club Lotus Australia Committee

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

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

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

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

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

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

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

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

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

Club Plates: **Evan Jones** evanj@optusnet.com.au, 0411103043.
Alan Pate: panda503@westnet.com.au 0409 914 455

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

Registrars

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

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

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

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

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

Presidents Prattle
With Ashton Roskill



Well, I can scarcely say Happy New Year given it's now February, so let's go with I hope 2023 is all you wish for instead.

And I for one have made several resolutions which, unusually, I intend to keep!

For one, I have committed to listening more to our membership's needs, wants, and ideas. So please, do let us know if there is something we should be doing that we aren't; would you be interested in us reinstating the Shed Tours, for example? And if so, is a weekday evening too inconvenient, or still good? Or would you prefer a weekend? How can we make grass roots motorsport even better? Or anything else that tickles your fancy.

My other resolutions are mostly related to things I failed to achieve last year too (like rebuilding the Range Rovers!), but there's not enough room here for all that.

And speaking of weekends, as we were, the planning for our most excellent 50th Anniversary celebration weekend in June is really getting going - we have over 1/3rd of the minimum places booked, which is exciting, but please don't wait until the last minute to decide to come! The link to the booking form is here: https://cla.memberjungle.com/index.cfm?module=event&pageMode=indiv&page_id=1791670

The theme of the event is Past, Present and Future to hopefully appeal to all eras of cars and owners, and align with the increasingly broad church at Hethel. And if you have any photos of events, cars and the lovely people from, in particular, the period from 1998 to the present, we'd love to incorporate them into the collage of the history of the Club which we are developing for the event. So please drop Seth or one of us a line if you have anything you are willing to share.

Speaking of which, I am delighted to announce that our Guest Speaker for the event will be William Taylor, probably best known as the owner of Coterie Press, and the publisher of the famous Lotus Yellow Book; but what you may not know is that he is now working for Classic Team Lotus and in close cahoots with Hethel, so we very much look forward to hearing first hand from him on the workings and goings on in the land of Lotus.

Slightly closer to home, we are hoping that the La Nina weather system, which was forecast to leave us this month, actually does! Because wet weather is definitely not the best for small convertible cars, and I for one did not sign up for this much rain when I moved here from Edinburgh.

With that in mind, the intention is to organise a few more day and weekend drives, so please, if you have an idea, and better yet are willing to organise one, we are happy to support it as the club, and therefore provide the benefits of being a Motorsport Australia-affiliated club. Just drop one of us a line and we'll do what we can to help.

And of course, the motorsport calendar gets under way in April with Round 1 of the CSCA sprints, which we are hoping will be well attended by the Lotus crew. This year's rounds are slightly curtailed by the absence of Wakefield Park from the calendar, and our round is now in August instead of March; we will need a significant number of marshals to make that work, so anyone willing to volunteer their time to come and flag, we and all those on the circuit will be eternally in your debt.

And next week the Lotus Only Track Day at Bathurst is underway on Wednesday, with the first of the Emira's that have now been delivered likely to be present, so I am planning to get out there with an international visitor, Nigel Halliday, who is about as died-in-the-wool Lotus as they come, owning as he does the Lotus Mark 2 among others in his stable; he's also president of the Historic Lotus Register and brings lots if news and interesting snippets from the UK. So if you have nothing in the calendar, come along for a drive in the countryside to Bathurst and catch up with a load of friends there!

And with that, I'd better get this to Tom; take good care, keep safe, upright and mostly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



Hi everyone and welcome to the January/ February edition of Chunky's Chatter. For the older members especially those in Sydney, we had some sad news in early December, that long time member Bill Wade had passed away.

Back way back when, Bill, David Levy, Norm Smith, Owen Wuillemin and Bruce Tandy all attended Teachers College together and somehow all wound up owning at least one Lotus. David Levy, with the aim of forming a club, had some business cards printed with the Lotus logo on one side and his details on the reverse side. The group stuck one of these cards under the windscreen wipers of every Lotus they happened to see. Eventually in 1973 the club was formed as Club Lotus Australia with the blessing of the UK Lotus operation.

Don't forget it's the 50th anniversary of the club this year!!

Not sure why but Bill took a while to join so in fact his membership number is 35 but the club must have been having a bit of a membership drive as Owen W is (was) Number 34 and JDD is (was) 36. Bill had, to the best of my knowledge 3 Lotus, a 7, a 36 (Elan FHC) and a Lotus 20 (Formula Junior open wheeler).

During the early 80's I also purchased a Lotus20B but it was all in boxes and there were almost no drawings or documentation of any sort available. I think I drove Bill mad, constantly going to his place to photograph and measure bits and pieces of his car and then come back home and search through the boxes to try and identify what I had.

Early on, he got Barry Duckworth, a fiberglass magician, to convert the FHC Elan to a DHC.

Bill insisted that his car was now a 45 but got teased mercilessly by his mates that it was still a 36 but didn't have a roof! He kept his immaculately cared for cars in a spotless lock up garage adjacent to his house and would take them out occasionally for late night blasts.

In his later years Bill grew interested in fly fishing for trout and had a favorite spot on the Jindabyne River where he often used to retreat to for a week or two, his ashes will be spread later this year at that spot. Bill died from complications from hip surgery. Communicating with his brother Reg, he said that Bill did not want a funeral.

A photo of Bill with his FHC is on the front cover of this issue, This was taken at the first Club Lotus Australia concourse held at an MG event in a park at Concord in Sydney's Inner West. The length of his hair gives away the time period,

Tom

Historic and Conditional Registration.

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

Boxing Day 1958, 65 Years ago last month, to pinch a line from Casablanca, it was the start of a beautiful friendship.

At the Brands Hatch Boxing Day meeting Colin Chapman and Mike Costin, invited Jim Clark a relative newcomer to join them in a Lotus Elite. The following is an extract from Motorsport magazine by their then editor Bill Boddy.

"Next came the 10-lap Grand Touring Race for Appendix J cars, run in over and under 1-1/2-litre classes. Three Lotus Elites and an AC Ace occupied the front row of the grid and another splendid race ensued, J. Clark driving his production Elite, which is distinguished by having all the latest modifications, with enormous verve to lead from Colin Chapman. However, Colin, having returned to racing as a driver, couldn't allow this and on the slippery track he gradually closed on Clark, going into the lead on lap eight as Clark was forced by back-markers to run wide at Druids. Clark continued to motor fast, momentarily taking to the grass on the last lap – there are no stupid "no wheels off the road" rules at Brands. But Colin was lapping at 63.95 m.p.h. and had the satisfaction of having Elites in the first four places in the up-to-1,500 c.c. class, Mike Costin finishing third, Robertson's Elite fourth. Wilks' contrasting Frazer Nash, with big Appendix J screen, came in next to win the over-1,500 c.c. class from Staples' AC Ace and Swanson's Mercedes-Benz 300SL, the last-named no match for Mackenzie's splendidly-driven Austin-Healey Sprite. Lotus Elite admirers will note that fastest lap in the bigger class, by Staples, was at only 61.49 m.p.h."



Jim Clark Car 59 leads Colin Chapman car 57 followed by Mike Costin car 58 (Not visible in this photo

December Tyre Kick and coffee Blakehurst directly below and Earlwood below Thanks to Evan Jones for the Photos





45 Years ago, Team Lotus went to Buenos Aries with Mario Andretti and Ronnie Peterson

On January 15th 1978 (45 years ago) the Argentine GP was held at Buenos Aries and was notable as the first outing for the Williams Team.



Divina Galica

Firestone had ceased to develop tyres for F1 cars, so Goodyear virtually took over as the rubber of choice. For this year however Michelin had signed with Ferrari to supply its tyres so there was a real air of uncertainty as the teams gathered at the Argentine Aerodrome for practice to commence. Friday practice did not go too well for Divina Galica who crashed her Hesketh rather seriously but was unhurt and Didier Pironi made a bit of a mess of his Tyrrell.

Fridays qualifying got interrupted by ferocious rain but eventually it got going again and everyone's worst fear was realised when Carlos Reutemann's Ferrari lapped in a 1 minute 47.82 secs, almost a second in front of Lauda and Ronnie Petersons Lotus with a 1.48.87. Observers around the circuit commented on how stable the Michelin tyres looked and how they were able to put down the power of the Ferraris coming out of the corners. During the afternoon session Reutemann could not improve on his morning times but another threat was about to emerge for him. Mario Andretti had been having trouble with his Lotus 78 but this was discovered to be a faulty O-ring in his injector system, and with that fixed he pulled a 1 min 48.02secs and was thoroughly pleased with his 78. However Reutemann still held pole position as they entered the final hour of Saturdays practice.



Mario was never challenged for the lead.

Suddenly Chapmans heart leapt for joy as Andretti somehow managed to get 2 clear laps and slid into pole with a 1 min 47.75 secs. Additionally Petersen set the second fastest time for the afternoon to get third overall.

On race day the grandstands were packed from very early on and all chanting for their hero "Lole" Reutemann who was starting the race on the front row alongside Andretti's Lotus. When the green light lit up the Lotus took off and Peterson tried to squeeze past Reutemann but didn't quite make it. After 3 laps Andretti was already seven seconds ahead and as the local hero Carlos Reutemann sadly slipped down through the field the crowd became eerily silent. Try as hard as he could 'Lole' sadly watched as the fancy new Michelins ran out of grip and on lap 28 he pitted for 4 new tyres.



But Mario and the Lotus 78 were the absolute masters of the circuit on this day, Lauda came home second for Brabham, Depailler third, fourth to James Hunt and fifth to Peterson. The chequered flag was waved, but unfortunately at the wrong car, Mistaking Ronnie Peterson for Mario Andretti. Luckily no harm done, except for the glowing red-faced embarrassment as the waver of the flag was non other than Juan- Manuel Fangio !

TD

HELP WANTED

CLA is holding its round of the CSCA championships on the 19th August and it is to be held on the SMSP Gardner or GP circuit. This is a break from our normal Wakefield Park which requires minimum Volunteers help.

This all changes for our event this year where we have to operate 11 flag points.

This means 22 volunteers on the flag points alone.

So we need volunteers to help us on these points. If you have never been on a flag point before don't worry, full training will be provided on the day prior to the event as well as a cheat-sheet to help you on the day and it's an exciting day. Flags and 2-way radios will be issued during this training!

Lunch and refreshments will be provided and there are toilets all around the circuit so all your comforts will be taken care of. If you are competing and have a wife, husband, partner or offspring (over 16 Years old) who is not competing the please consider asking them to volunteer to be a 'flaggie, No requirements save clothing wrist and ankle covered (it's going to be the end of winter so that should be no problem) There is nothing more exciting than being at a Flag point and watching the agonizing look on the drivers faces as they go past you!!

There is still plenty of time so please put this date in your diary and send us an email

"Yes I would like to be a flaggie at the CLA Event on the 19th August" with your name (s) and contact email; and phone number to

motorsport@clublotus.com.au

Hurstville Tyre Kick and coffee January 2023.

Photos thanks to Evan Jones







SA Lotus Torque January 2023

Words: Andrew Stevens
Pictures – Adelaide Tarmac Rally: Bruce Hannant; General: Andrew Stevens

1st SA Lotus Run for 2023; Sunday 1st January

It was a small contingent of diehards who had avoided the fireworks and fronted up at the Sikh Centre on New Year's Day for the 1st run of 2023. And yes, the roads were rather quiet, preceding the arrival of the lads in lycra for the TDU. We settled on Uraidla Bakery as our destination with a roundabout route taking in Old Mount Barker Rd to Verdun, and a really excellent stretch of Greenhill Rd through Carey Gully into Uraidla. Tony Heard brought his +8 Morgan, while Michael Gallasch returned to the fold after a short absence.



Mike Gallasch and Alice emerge from their Elise SC at the Uraidla Pub under clear blue Adelaide skies Courtesy: Andrew Stevens



The December participants at Cudlee Creek on the way to the Lobethal Bierhaus Courtesy: Andrew Stevens

SA Christmas Lunch

The SA Lotus Christmas lunch was scheduled with our December run and was held at the Lobethal Bierhaus. There were a mix of participants in the run, with morning tea at the Cudlee Creek Café being the 1st stop, after Mr. Plod kyboshed the plan for a photo opp at the Kangaroo Creek spillway, having taken up residence with their camouflaged speed detection device.

We ran into Ken Messenger at the Café, as he'd been out on an even earlier run, so he joined us for the usual Cudlee Creek fare, and a good chat before we took off again for the short run to Lobethal and the Bierhaus. The staff at the Bierhaus were fantastic, with drinks from their wide selection of craft brews, along with soft drinks and wines to suit all tastes. We were sharing the room with the Morgan and Cadillac crowd, so the atmosphere was very relaxed as it should be for an end of year get together. Food was great, and the service excellent, with a special treat to finish off the afternoon. We might just go back there in 2023.

Shannon's Adelaide (Tarmac) Rally

There were a handful of Lotus entered for the Shannon's Adelaide Rally. This is a great event that caters for all tastes and appetites, with a wide variety of classes and speeds. They've obviously been following our Sunday runs, as their special stages take in many of our favorite routes through the Adelaide Hills, Fleirieu Peninsula, Barossa and McLaren Vale, including Uraidla, Strathalbyn, the Corkscrew, and the famous Eagle on The Hill. The Victoria Park finale was followed by the Sunday evening Gouger Street Party, with the famed dining strip being closed off and the cars on display, while the owners and friends dine nearby in the plethora of local restaurants.

Julian Caston in his well known and much travelled S1 "Elsie" was in the Main Tour and had a ball with Alex Cross co-driving. George and Photi Kazis had George's Evora in the Prima Tour, along with George Ramsay

and Dominic Kwok in their 350 Sport Exige. The Zagame Tour featured Jeremy and Arlette Culshaw in their V6 Exige, up against a barrage of exotic mouthwatering supercars, with Willa and Louis Wauchope bringing a very grounded participation in their GR Yaris. (where's the Europa Willa ?). Last but not least, Sangdi Ren and Zhongyuan Wen were out in the GH Garage category for a fast cruise.
Our old friend Bruce Hannant shared these photo's from the event.



ATR Day 1 The Kazis boys (Evora) at Cleland Courtesy: Bruce Hannant



ATR Day 3 Julian Casson at Mount Lofty Courtesy: Bruce Hannant



ATR Day 2 Sangdi Ren Exige at top of Corkscrew Courtesy: Bruce Hannant

SA All British Day; Sunday March 5th 2023
The legendary All British Day returns in 2023 with the largest display of British vehicles after a pause of three years. This is the same day as our March get together so those who don't have their cars on display can head up to Echunga and join the Lotus display as spectators.

SA Monthly Get Togethers
We meet up at the back of the Sikh Centre of SA carpark at 9:00am on the first Sunday of each month. The Sikh Centre is at the start of the SE freeway up-track just before the Toll Gate. It's the first driveway on the left after you cross the intersection from Cross or Glen Osmond Rd, or turn left from Portrush Rd.

Classic Lotus news

Paul Matty Sports Cars
Those with a classic Lotus will probably be aware that Paul Matty Sports Cars ceased operations last year, when Paul decided to retire leaving a large gap for many people who'd dealt with Paul over the years. The good news is that both the Parts business and the servicing and preparation business have been resurrected under new owners.
The parts and spares has been taken on by Classic Team Lotus, and all of the Matty inventory has been relocated to the CLT facility. www.classicteamlotus.co.uk
Meanwhile the servicing, restorations and preparation side of the classic Lotus operation has effectively re-emerged as Classic Sports Cars Ltd, with a number of ex-Matty personnel running things.
www.classicsportscarsltd.co.uk

Piddington Elan Collection for sale
No, this isn't our old mate Winno coming clean about a secret stash of Elans, but a very special collection of UK Elans put together by former Cosworth engineer Deryck Norville. Not only are these in pristine condition but all have a special heritage including:

- Comedian and actor **Peter Sellers'** former 1966 Lotus Elan S3,



Piddington Collection Elans Courtesy: Silverstone Auctions

- The 1969 Lotus Elan S4 FHC presented to **Jochen Rindt** by Colin Chapman following Rindt's 1970 German Grand Prix victory just weeks before his fatal Monza crash and posthumous World Championship.
- The 1966 Elan S3 Drophead Coupé given to actress **Diana Rigg** in 1969 after she finished filming the British TV series *The Avengers.*
- *Original Elan designer* ***Ron Hickman's*** 1971 Lotus Elan Sprint Drophead Coupé,
- The 1968 Elan S3-SE Drophead prepared for Grand Prix privateer **Rob Walker** to honour Stirling Moss' 1961 Monaco Grand Prix victory driving the Rob Walker Racing Lotus 18.
- A 1968 Elan S4 Coupé given to **Keith Duckworth** (co-founder of Cosworth, and DFV designer) by Colin Chapman to celebrate the first win by a DFV-engined F1 car (Graham Hill's Lotus 49 on debut) at the Dutch Grand Prix in 1967.
- And a stunning one owner 1975 Elan Sprint, claimed to be the best example in the UK.

The cars will go under the hammer at Silverstone Auctions on Feb 25, with price forecasts ranging from £50,000 up to £120,000, so make sure that you are on good terms with the bank manager. https:// www.silverstoneauctions.com/

55 Years ago, with Jim Clark at the wheel Lotus was victorious in the first race of the 1968 season at Kyalami in South Africa,

One night in 1965 Colin Chapman had dinner with Walter Hayes (who was the Director of public affairs for Ford UK). As usual, legend has it that Chapman was drawing a diagram of a new car he was proposing on the back of a table napkin. The design was unique in the fact that the car would be built for the engine and the engine for the car. Hayes' job was to go back to Ford and convince them to build the engine. The car was, of course, the Lotus 49.



Clark on his way to victory. Note the hastily painted over ESSO logo on the nose of the car. Esso had pulled out of motor racing so were no longer a sponsor

First released in 1967 it had some teething problems but by 1968 the future was looking rosy. Team Lotus showed up at South Africa with 2 cars, 49/3 for Graham Hill and 49/4 for Jimmy. The lap record stood at 1min 29.9 seconds. But as practice continued, it was clear that Lotus had clearly got the car right, as the lap record was continuously broken with Clark finishing the first day with a 1 minute 23.9 seconds. At the end of the second days practice Jimmy had easily gained Pole Position with a time of 1 minute 21.6 seconds. Teammate Graham Hill, whilst having problems came in second. The only other team to be of any concern was Jackie Stewarts car, run by Ken Tyrrell's team Equipe Matra-Elf based on the F2 Matra. They had managed to get hold of a Ford Cosworth engine so were gifted with the same power as the Lotus. Overnight a cracked liner was found in Clark's car so the engine was swapped out.

At the start, Stewart's car out accelerated both of the Lotus cars and at the end of lap 1 the order was, Stewart, Clark and Hill well behind in 7th. But on lap 2 Jimmy was in the lead and by lap 13 Hill was in third, Then unfortunately for Stewart his engine threw a rod and the engine virtually disintegrated, so Hill inherited second. When the chequered flag fell at the end of 80 laps Clark had scored his 25th victory, one more than Juan Manuel Fangio's record.

Thus was the last race that Lotus would appear in their traditional green and yellow colours, Esso who were a substantial sponsor of Lotus for many years, withdrew from motorsport and Chapman concluded a deal with the cigarette company John Player so the team now resplendent in Red, White and Gold* became known as Gold Leaf Team Lotus. The race had a further, this time sad distinction, as it was the last of the World Championship F1 races that Jimmy Clark would compete in. After competing in the Tasman series until March he returned to Paris (where he then resided) and died on the 7th April when his Lotus formula 2 Lotus 48 left the track an he was fatally injured at Hockenheim.



Jo Bonnier in a Cooper-Maserati. A glaring example of some of the old design technology still running at the time

*There is a widely held belief that Team Lotus was the first team to appear in sponsors colours however this is not strictly true. The first was John Love and Sam Tingle who ran their Rhodesian Team Gunston Brabham's in the colours of their sponsor Gunston Tobacco in the 1968 South African GP.

TD


HSRCA 2023
CALENDAR
NEW YEAR HISTORICS
CANCELLED
SYDNEY MOTORSPORT PARK, 3 - 5 FEBRUARY
SYDNEY CLASSIC
SYDNEY MOTORSPORT PARK, 9 - 11 JUNE
SUMMER FESTIVAL
SYDNEY MOTORSPORT PARK, 24 - 26 NOVEMBER
13
HSRCA
GUARDIANS HISTORIC RACING
SHANNONS
www.hsrca.com
historic sports and racing car association nsw

50 years ago this month Emerson Fittipaldi took the Lotus 72 to its second victory of the season



Emerson takes the lead but Carlos Pace coming up fast from the third row of the grid

The home of motor racing in Brazil since the 1930's has always been the 8 Km Interlagos circuit, However it was a long time before it could host a round of the F1 championship. In 1972 the circuit organised a race for F1 cars. only got 12 starters and was won by Carlos Reutemann, but its big advantage was that it qualified the circuit for a round of the 1973 world Championship. This was held on Feb 11 1973, 50 years ago this month.

Practice took place on Friday and Saturday and the 2 Team Lotus 72D's of Emerson Fittipaldi and Ronnie Peterson dominated all the official practice sessions coming first and second in all of them, with pole position going eventually to Ronnie (his first). The grid formation was the now outdated 3-2-3 so the 2 Lotus shared the front row with Jacky Ickx in a Ferrari but qualifying almost 2 seconds slower that the 2 Lotus.

On race day, huge crowds filled the stadium grandstands and circuit but the temperature was overpowering and the fire brigade was called on to spray the main grandstands with water to try and prevent heatstroke which was becoming alarmingly frequent. When the flag dropped, Jackie Stewart (Tyrrell) and Carlos Pace (Surtees) made a fantastic start from the third row of the grid and almost took the lead, but no one was going to pass Fittipaldi in his hometown race. At the end of the first lap Fittipaldi followed by Pace (also a local from San Paulo) sped past leading the field to an enormous roar from the spectators. On lap 2 Jackie Stewart got past Carlos. And on lap 3 Ronnie got into third place. As the race progressed, Peterson now started putting pressure on Stewart but then on lap 6 disaster struck. Ronnie accelerating out of the second corner heard his revs suddenly take off. Thinking the car had jumped out of gear, he selected a lower one but the car was already spinning out of control and slid into the armco. What had happened was very unusual. The centre has pulled out of the rear right wheel. Lotus and several other teams were using Melmag wheels in which the centre was pressed and bonded. Ronnie dejectedly walked back to the pits.



Fittipaldi with a comfortable leas in the 72D

By lap 10 Fittipaldi had a lead of 10 seconds from Stewart who was grimly hanging on then a long way back to Ickx and Beltoise,

By ¾ distances, Emerson had such a comfortable lead that he had time to wave to his wife and with a 14 second lead took the flag to a wildly celebrating crowd. Emerson had now won the first 2 races of the season so was a clear favorite for the championship.

TD

CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS)

Believe it or not, it really is 50 years since that august group of Lotus fanatics started gathering in various car parks and homes in and around Sydney. Like so many acorn-sized beginnings, CLA has grown, morphed and changed over the years, but one thing has stayed constant – the focus on having fun with our Lotus cars.

So, we thought it'd be lovely to mark the occasion with a gathering of the clans. We've plumped for the Fairmont Resort (and Spa!) in the Blue Mountains. Dates for your diary are Friday 23rd June – Sunday 25th June.

For the full details and to book for the gala dinner, Go to the CLA Website. Book for your dinner first and then you will be given a code to use when you book accommodation at the Fairmont.



Answer to last months "Now who Said That?"



Last months quote was

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

Well Evan Jones got in with the first answer of Keith Duckworth but Bruce Simpson was first with his correct name which is David Keith Duckworth

Well of course Duckworth had to eat his words didn't he, It was at the 1984 British Grand Prix at Brands Hatch that Duckworth and Ford finally agreed to build a turbo powered engine to replace the DFV. Initially a Straight-4 engine was tested, but it proved to be very unreliable and unable to produce the necessary power required to be competitive in Formula One. Duckworth had wanted to use the 4 cyl engine as he believed it had better fuel economy than a V6 engine, though project manager Mike Baldwin had been against that idea from the start. After four of the 4 cyl engines had been destroyed during a 4-month development period, and finding that with a turbo increasing power the engine had formed an incurable vibration at the crankshaft, eventually it was decided that an all-new V6 engine would be built, developed and tested throughout 1985. The new 850 bhp (634 kW; 862 PS), 120° Ford-Cosworth TEC V6 turbo engine (internally dubbed the GBA), made its debut at the 1986 San Marino Grand Prix in the Team Haas (USA) Ltd entered Lola THL2, the car driven by 1980 World Champion Alan Jones.



Alan Jones in the Lola THL2 in 1986

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

Remember the person quoted is mentioned in this issue of Chunky's Chatter.

"It is amazing how many drivers, even at the Formula One Level, think that the brakes are for slowing the car down."

Well I guess the quote sort of gives it away. There are only 3 Lotus F1 drivers in this issue so it must be one of them!

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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 2, 2023	CSCA Rnd1 SCCA	8.00am	SMSP Sputh Cct.
	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
	Saturday, June 17, 2023	CSCA Rnd 2 MGCCN	8.00am	Pheasant Wood
	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	CSCA Rnd e TSOA	8.00am	Sydney Dragwey
	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
	Saturday, August 19, 2023	CSCA Rnd 4 CLA	8.00am	SMSP GP Circuit
	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
	Saturday, September 30, 2023	CSCA Rnd 5 MGCC	8.00am	Pheasant Wood
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
	Sunday, October 22, 2023	CSCA Rnd 6 JDCA	8.00am	SMSP North
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

CLA SA 2023 Diary

Month	Day Date	Event	Time	Location
Mar-23				
	Sunday, March 5, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
	Sunday, March 5, 2023	All British Day	9.30am	Uraidla
Apr-23				
	Sunday, April 2, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
May-23				
	Sunday, May 7, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
	Sunday, May 7, 2023	MSCA 6 Hr Regularity	9.30am	Mallala (TBC)
Jun-23				
	Sunday, June 4, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
	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 2, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
Aug-23	Sunday, August 6, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
Sep-23				
	Sunday, September 3, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
Oct-23				
	Sunday, October 1, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
Nov-23				
	Sunday, November 5, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
Dec-25				
	Sunday, December 3, 2023	SA Lotus Christmas Lunch	12.00pm	TBA

FOR SALE: 1969 LOTUS EUROPA SERIES 2

This car, chassis no. 54/1185, was raced when new by original owner, but the history is incomplete between 1973 and 1986. We bought the car in 1991 as a restoration project, which included renewing upholstery, fiberglass repairs, general tidying up and respray in Mazda Mondo Red.



It's equipped with a Renault 16TS 4cyl crossflow engine 1470cc paired with a four-speed manual transmission. The engine change took place a couple of years later and the car was used as an everyday car and an historic club car, which included some classic car bitumen road navigation rallies with the Brisbane Sporting Car Club. Great fun.



A Lotus Europa workshop manual plus supplement will also be included in the sale, along with a Renault 16TS workshop manual, jack, fire extinguisher, special plug spanner and lockable petrol cap.

Asking $25,000.00

If you're interested or would like more information, contact Carol 0408 603 818





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







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: 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

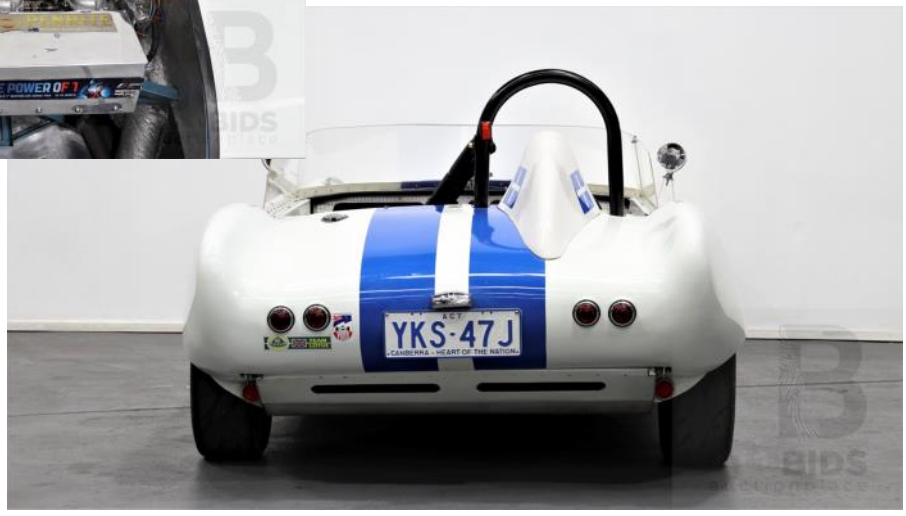


Club member Chris is selling his lovely 1961 Lotus Eleven Replicate car is a beautifully constructed 1961 Lotus Eleven Replica, currently road registered for weekend fun and cruising.
It has been set up for racing with the Golden Era Auto Racing Club (GEAR), while being driven to the circuit. GPS speedometer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

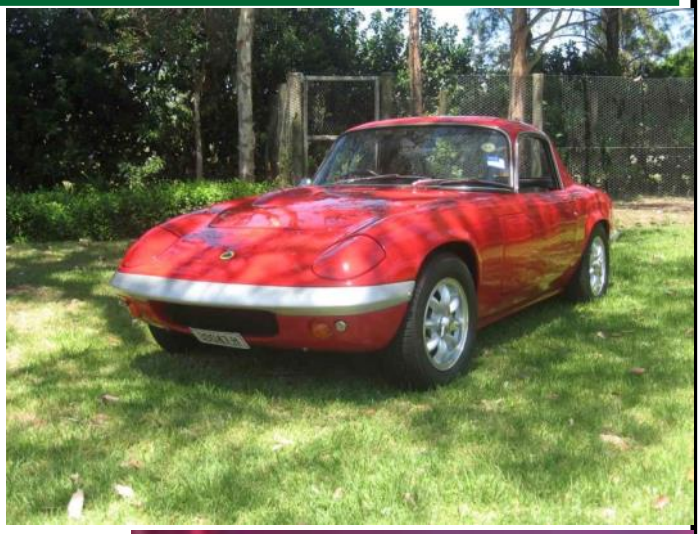
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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. carbon 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)









